

Owner's manual

MONSTER 821



This manual is an integral part of the motorcycle and must remain with it for its entire life. The manual must accompany the motorcycle if it is sold or transferred to a new owner. Please store this manual in a safe place. In case of damage or loss, request a new copy by contacting:

Ducati North America, Inc.
448 E. Middlefield Road
Mountain View, CA 94043 USA
Tel: 001.888.391.5446
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

Quality and safety standards of Ducati motorcycles are constantly being updated consequent to the development of new design solutions, equipment and accessories. Although the manual includes fully updated information at the time of print, Ducati Motor Holding S.p.A. therefore reserves the right to make changes without prior notification or without incurring obligations. For this reason, you may note discrepancies when comparing some illustrations with your motorcycle.

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WARNING: Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle.

For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

Owner's manual

US/CANADA

MONSTER 821

We'd like to welcome you among Ducati enthusiasts and congratulate you on your excellent choice of motorcycle. We imagine you'll be riding your Ducati motorcycle for long trips as well as short daily excursions. Ducati Motor Holding S.p.A. wishes you smooth and enjoyable riding.

Your motorcycle is the result of constant research and development by Ducati Motor Holding S.p.A., so it's important that the standard of quality is upheld through careful observance of the scheduled maintenance chart and the use of original spare parts. In the Owner's Manual you'll find instructions for performing small maintenance procedures. The most important servicing and maintenance procedures are contained in the Service Manual available at Authorized Service Centers of Ducati Motor Holding S.p.A.

In your own interest and safety, and in order to guarantee product reliability, we strongly recommend that you go to an Authorized Dealer or Service Center for any servicing included on the scheduled maintenance chart, see page 276.

Our highly skilled staff has access to the special tools and equipment needed to perform any servicing procedure with expertise. They use only Ducati original spare parts as the best guarantee for full interchangeability, smooth running and long life.

All Ducati motorcycles come with a Warranty Booklet. The Warranty does not extend to motorcycles used in competitions or competitive trials. Any tampering or even partial modification of the components will result in automatic invalidation of Warranty rights. Incorrect or insufficient servicing procedures, use of non-original spare parts or parts not explicitly approved by Ducati may lead to the invalidation of the Warranty, besides potential damage and reduced performance.

Enjoy your ride!

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Routine maintenance record 298

Introduction

Safety guidelines

Your safety and that of others are very important. Ducati Motor Holding S.p.A. urges you to ride your motorcycle responsibly.

Before using your motorcycle for the first time, please read this manual carefully from start to finish and closely follow the guidelines. This will allow you to obtain all information regarding a correct use and maintenance. If you have any doubts or questions, consult a Dealer or Authorized Service Center.

Warning symbols used in the manual

Different forms of information regarding potential hazards that may affect you or others have been used. These include:

- Safety stickers on the motorcycle;
- Safety warnings preceded by a warning symbol and by one or the two words CAUTION or IMPORTANT.



Attention

Failure to observe these instructions may lead to a hazardous situation and cause severe injury to the rider or others, or even death.



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

The terms RIGHT and LEFT are referred to the motorcycle viewed from the riding position.

Intended use

This motorcycle must be used only on road surfaces with asphalt or flat and even pavement.

This motorcycle may not be used on dirt roads or for off-road riding.

Attention

Using the bike off-road may cause the rider to lose control, which in turn may lead to vehicle damage, injury or death.

Attention

This motorcycle must not be used for towing or for the addition of a sidecar, since this may cause a loss of control and consequent accident.

This motorcycle carries the rider and can carry a passenger.

Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 859lb/ 390kg.

Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

Rider's obligations

All riders must hold a driver's license.

Attention

Riding without a license is illegal and punishable by law. Make sure you always have your license on you when setting out on the motorcycle. Do not allow inexperienced riders or those not in possession of an authorized driver's license to ride the motorcycle.

Do not ride the motorcycle when under the influence of alcohol or drugs.

Attention

Riding under the influence of alcohol or drugs is illegal and punishable by law.

Avoid taking medication before riding the motorcycle if you have not consulted your doctor about potential side effects.

Attention

Some medications may induce sleepiness or other effects that impair reflexes and the ability of the rider to control the motorcycle, which may lead to accident.

Some countries require mandatory insurance coverage.

Attention

Check the laws applicable to your country. Take out an insurance policy and keep the policy in a safe place along with the other motorcycle documents.

To protect the safety of the rider and/or passenger, some countries have made it a law to wear a homologated helmet.

Attention

Check the laws applicable to your country. Riding without a helmet may be punishable by a fine.



Attention

Failure to be wearing a helmet in case of accident increases the chance of serious injury and even death.



Attention

Make sure that the helmet is in compliance with safety specifications, provides excellent visibility, is the correct size for the head, and has the DOT (Department of Transportation) label affixed to the helmet surface. Laws regulating traffic vary from country to country. Check the laws in force in your country before riding the motorcycle and pay strict adherence to them .



Attention

Tampering with Noise Control System Prohibited. Federal Law prohibits the following acts or causing thereof:

- 1) the removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or
- 2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among the acts presumed to constitute tampering are those listed below:

- 1) Removal of, or puncturing the muffler, baffles, header pipes or any other component that conducts exhaust gases.
- 2) Removal or puncturing of any part of the intake system.
- 3) Lack of proper maintenance.
- 4) Replacing any moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

This product should be checked for repair or replacement if the motorcycle noise has increased

significantly through use. Otherwise, the owner may become subject to penalties under state and local ordinances.

Reporting of safety defects

If you believe your vehicle has a defect that could cause a crash or cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying Ducati North America, Inc., 448 E. Middlefield Road, Mountain View, CA 94043, Tel.: 001.888.391.5446. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Rider's training

Accidents are frequently due to inexperience. Riding, maneuvering and or braking are carried out differently from other vehicles.



Attention

A rider's lack of preparation or an inappropriate use of the vehicle may result in a loss of control, death or serious damage.

Check your knowledge of current "TRAFFIC LAWS"; read carefully and familiarize yourself with the contents of the M.O.M (Motorcycle Operator Manual) pertinent to your state available at the M.S.F. (Motorcycle Safety Foundation) (www.msf-usa.org) website.

You are strongly recommended to take a riding course approved by the M.S.F. (Motorcycle Safety Foundation).

Apparel

Clothing in the use of the motorcycle plays an important role in safety, as the motorcycle provides a person no protection from impact in the same way as an automobile.

Suitable clothing includes: helmet, eye protection, gloves, boots, long-sleeved jacket and long pants.

- The helmet must meet the requirements listed at page 9; if your helmet does not have a visor, use suitable eye wear;
- Gloves must have five fingers and be made of leather or other abrasion-resistant material;
- Boots or shoes used for riding must have non-slip soles and ankle protection;
- Jacket and pants, or even riding suits, must be made of leather or abrasion-resistant material and in a color with inserts that are very visible.



Important

In any case, avoid wearing loose or floppy clothing that can become stuck in the motorcycle parts.



Important

For your safety this type of clothing must be used in both summer and winter.



Important

For the safety of the passenger, make sure that he or she also wears appropriate clothing.

Safety "Best Practices"

Before, during and after use, remember to follow some simple rules that are extremely important for safety and for maintaining the motorcycle at top efficiency.

Important

During the break-in period, carefully observe the instructions contained in section "Riding the motorcycle" of this Manual.

Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Attention

Do not ride the motorcycle unless you are well familiarized with the controls to be used during the ride.

Before starting the motorcycle, always perform the checks detailed in this manual (see page 228).

Attention

Failure to perform checks may cause damage to the vehicle and serious injury to the rider and/or passenger.

Attention

Start the engine when outdoors or in a well ventilated place. Never start the engine in a closed environment.

Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.

During the ride, assume a correct body position and make sure the passenger does the same.

Important

The rider should ALWAYS keep both hands on the handlebar.

Important

Both rider and passenger should keep their feet on the footpegs when the motorcycle is in motion.



Important

The passenger should always hold on to the grab handles under the seat with both hands.



Important

Be very careful when maneuvering intersections or when riding in areas near exits from private grounds, parking lots or access roads to highways.



Important

Be sure you are clearly visible and do not ride in the blind spot of the vehicles ahead.



Important

ALWAYS signal your intention to turn or pull over to the next lane with due warning using the turn indicators.



Important

Park your motorcycle where no one is likely to hit it, and use the side stand. Never park on uneven or soft ground or your motorcycle may fall over.



Important

Visually inspect the tires at regular intervals for cracks and cuts, especially on sidewalls, bulges or large spots which are indicative of internal damage. Replace them if badly damaged. Remove any stones or other foreign bodies caught in the tread.



Attention

The engine, exhaust pipes and mufflers stay hot for a long time after the engine has been turned off. Be especially careful not to touch the exhaust system with any part of the body and never park the motorcycle near flammable materials (wood, leaves, etc.).



Attention

When you leave the motorcycle unattended, always remove the ignition key and make sure it is inaccessible to anyone unsuitable to ride the motorcycle.

Refueling

Refuel the motorcycle in an open area and with the engine switched off.

Do not smoke or ever use flames during refueling. Be careful never to drop fuel on the engine or exhaust pipe.

When refueling, do not fill the tank completely: fuel should never be touching the rim of filler recess.

When refueling, avoid inhaling fuel vapors and take care that they do not come in contact with eyes, skin or clothing.

Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10).

Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.



Attention

In case of malaise caused by prolonged inhalation of fuel vapors, stay outdoors and consult a physician. In case of contact with eyes, rinse eyes thoroughly with water. In case of contact with skin, wash the area immediately with soap and water.



Attention

Fuel is highly flammable. If it accidentally spills onto clothes, change them.

Carrying the maximum load allowed

Your motorcycle is designed for long-distance riding with the maximum load allowed carried in full safety. Even weight distribution is critical to preserving these safety features and avoiding difficulties when performing sudden maneuvers or riding on bumpy roads.

Attention

Do not exceed the total permitted weight for the motorcycle and pay attention to the information below regarding load capacity.

Information about carrying capacity

Important

Arrange your luggage or heavy accessories in the lowest possible position and close to motorcycle center.

Important

Never fix bulky or heavy objects to the steering head or front mudguard, as this would affect stability and be dangerous.

Important

Be sure to secure the luggage to the supports provided on the motorcycle as firmly as possible. Improperly secured luggage may affect stability.

Important

Do not insert any objects you may need to carry into the gaps of the frame, as these may interfere with moving parts.

Attention

Make sure tires are inflated to the correct pressure and that they are in good condition.

Please refer to paragraph "Tires" on page 267.

Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 859lb/ 390kg.

Hazardous products - warnings

Used engine oil

Attention

Prolonged or repeated contact with used engine oil may cause skin cancer. If exposed to used engine oil on a daily basis, make it a rule to wash your hands thoroughly with soap immediately after use. Keep away from children.

Brake lining debris

Never attempt to clean the brake assembly using compressed air or a dry brush.

Brake fluid

Attention

Avoid spilling brake fluid onto plastic, rubber or painted parts of the motorcycle to avoid the risk of damage. Protect these parts with a clean shop rag before servicing the motorcycle. Keep away from children.

Attention

The brake fluid used in the brake system is corrosive. In the event of accidental contact with eyes or skin, wash the affected area with generous quantities of running water.

Coolant

Engine coolant contains ethylene glycol, which may ignite under particular conditions, producing invisible flames. Although the flames from burning ethylene glycol are not visible, they are still capable of causing severe burns.

Attention

Take care not to spill engine coolant on the exhaust system or engine parts.

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames. Coolant (ethylene glycol) is an irritant and is poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant will be scalding hot and is under high pressure.

The cooling fan operates automatically: keep hands well clear and make sure your clothing does not get caught in the fan.

Battery



Attention

The battery gives off explosive gases; keep it away from any source of ignition such as sparks, flames and cigarettes. Charge the battery in a well-ventilated area.

Vehicle identification number



Note

These numbers identify the motorcycle model and should always be indicated when ordering spare parts.

We recommend that you note the frame number of your motorcycle in the space below.

Frame number

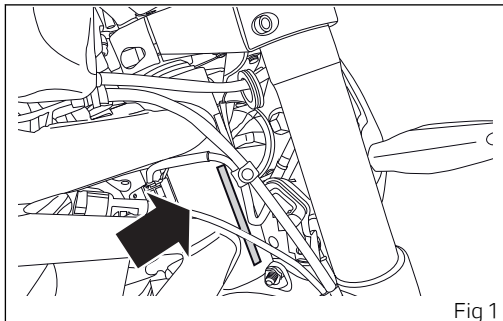


Fig 1

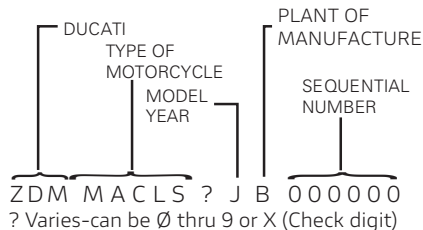


Fig 2

Engine identification number



Note

These numbers identify the motorcycle model and should always be indicated when ordering spare parts.

We recommend that you note the engine number of your motorcycle in the space below.

Engine number

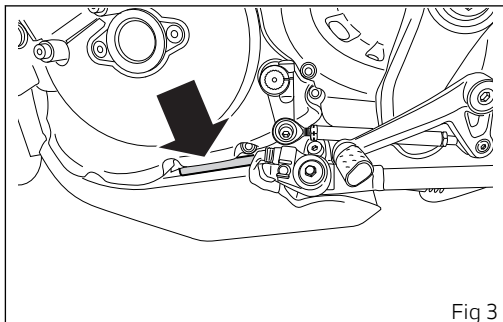


Fig 3

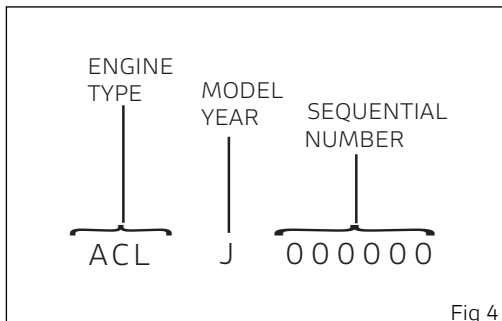


Fig 4

Plate position

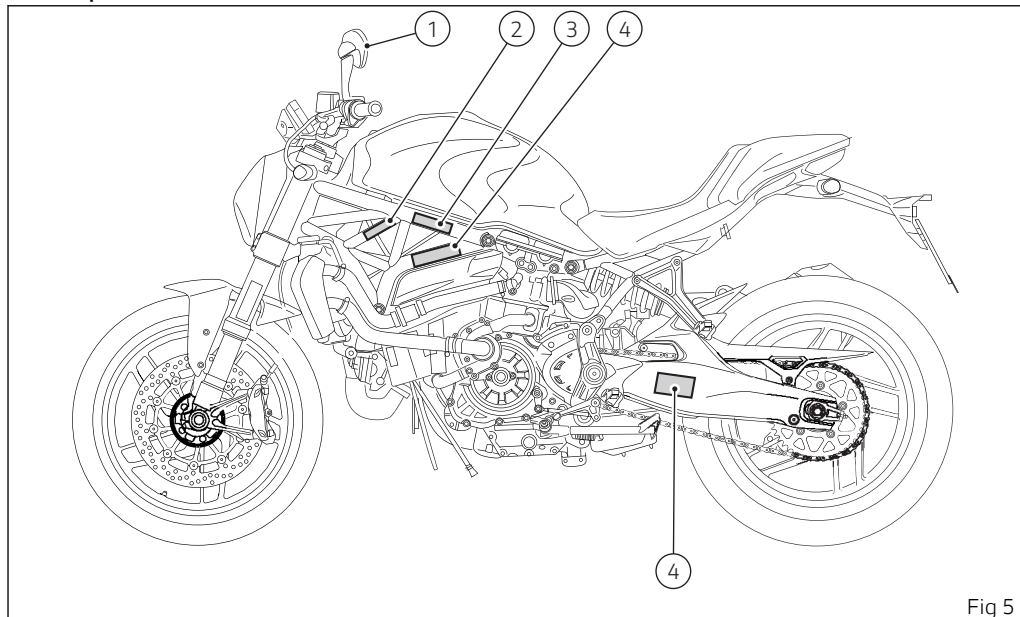


Fig 5

OBJECT IN MIRROR ARE CLOSER THAN THEY APPEAR

Colt. 433 1 166 1A

1

VEHICLE EMISSION CONTROL INFORMATION		
Engine displacement: [REDACTED]	THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO [REDACTED]	
Engine family: [REDACTED]	MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 14 HC GROM ENGINE FAMILY	
Engine exhaust control system: [REDACTED]	EXHAUST EMISSION STANDARD IN CALIFORNIA.	
Evap family: [REDACTED]		
ENGINE TUNE-UP SPECIFICATIONS		
ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	[REDACTED] 1 BTDC at idle speed	No adjustment
IDLE SPEED (RPM):	[REDACTED] 1100 - 1200 rpm	No adjustment
IDLE MIXTURE:	[REDACTED]	No adjustment
VALVE CLEARANCE (in & out):	Opening [REDACTED] 0.005 mm Closing [REDACTED] 0.005 mm	See Service Manual
SPARK PLUG: CHAMPION [REDACTED]	OIL [REDACTED]	
SPARK PLUG GAP (mm): [REDACTED]	FUEL: Unleaded gasoline	
DUCATI MOTORHOLDING 3920 - BOLOGNA - ITALY		

3

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS **1100 cc** MOTORCYCLE, **1100 cc** MEETS EPA NOISE EMISSION REQUIREMENTS OF **74** dBA AT **1100** RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL.

Colt. 433 1 233 1A

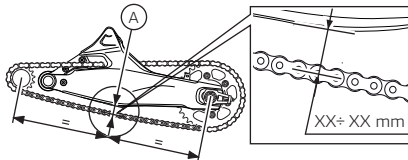
2

Appoggiare il veicolo sulla stampella laterale. Con la sola pressione del dito, spingere la catena verso il basso nel punto di misura e poi rilasciarla. Misurare la distanza (A) tra il centro dei perni della catena e l'alluminio del forcellone, che deve risultare: $A = XX \div XX$ mm

Chain tension: Make the rear wheel turn until you find the position where chain is tightest.

Set the vehicle on the side stand. Push down the chain with one finger at the point of measurement and release. Measure the distance (A) between the chain pins centre and swingarm aluminium edge.

Reading must be: $A = XX \div XX$ mm



4

Fig 6

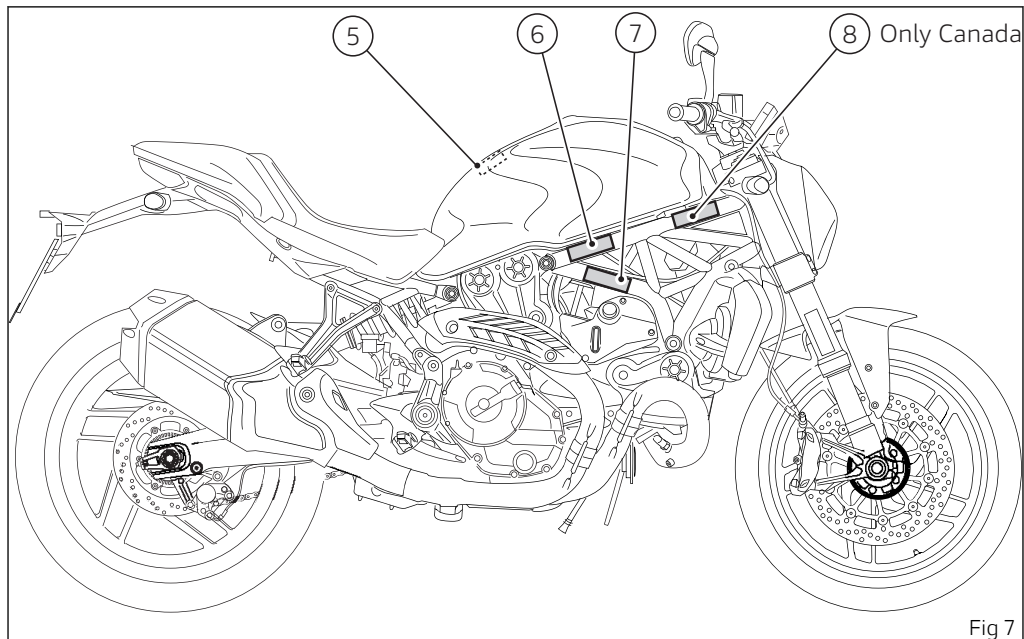


Fig 7

CAUTION

NEVER FILL TANK SO FUEL LEVEL RISES INTO FILLER NECK. IF TANK IS OVERFILLED, HEAT MAY CAUSE FUEL TO EXPAND AND FLOW INTO EVAPORATIVE EMISSION CONTROL SYSTEM RESULTING IN HARD STARTING AND ENGINE HESITATION.

5

Manufactured by **DUCATI MOTORHOLDING spa**

DATE: / /

GVWR: Lbs (kg)

GAWR front: Lbs (kg) with tire, RIM at PSI cold.

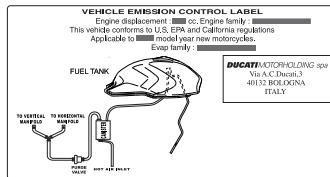
GAWR rear: Lbs (kg) with tire, RIM at PSI cold.

This vehicle conforms to all applicable Federal Motor Vehicle Safety standards in effect on the date of manufacture shown above. Type classification: Motorcycle

Vehicle I.D. No.:

CUG 432-1 124-1A

7



6

MANUFACTURED BY / FABRIQUÉ PAR: DUCATI MOTORHOLDING spa			
TYPE OF VEHICLE / TYPE DE VÉHICULE: MC		DATE: **/****	
GVWR / PNBV *** KG.	V.I.N. / N.I.V.:	ZDM *****	
GAWR / PNBK KG	TIRE PRESS. - DIMENSION - INFLUENCE		COLD INFL. PRESS. PRESS. FROID À FROID PSI/KPA
***	*** / *****	***** X **	*** **
***	*** / *****	***** X **	*** **
THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE. CE VÉHICULE EST CONFORME À TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU RÈGLEMENT SUR LA SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN VIGUEUR À LA DATE DE SA FABRICATION.			

8 (Only Canada)

Fig 8

Noise and exhaust emission control system information

Source of Emissions

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight.

Carbon monoxide does not react in the same way, but is toxic. Ducati utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

Exhaust Emission Control System

Exhaust Emission Control System is controlled by an Electronic Control Unit (ECU), and no adjustments should be made except idle speed adjustments with the throttle stop screw. The Exhaust Emission Control System is separate from the crankcase emission control system.

Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

The motorcycles are equipped with an evaporative emission control system which consists of a charcoal canister and associated piping. This system prevents the escape of fuel vapors from the engine and fuel tank.

Problems that may affect motorcycle emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Ducati dealer.

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (driveability) and poor economy.

California emission control warranty statement Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2019 motorcycle. In California, new motor

vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

Your emission control system may include parts such as fuel-injection system, the ignition system, catalytic converter, and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies. Where a warrantable condition exists, Ducati North America, Inc. will repair your motorcycle at no cost to you including diagnosis, parts and labor.

Manufacturer's warranty coverage

Manufacturer's warranty coverage

- 5 years or 18641 miles (30,000 kilometers), whichever first occurs.

Owner's warranty responsibilities:

- As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your owner's manual. Ducati North America, Inc. recommends that you retain all receipts covering maintenance on your motorcycle, but Ducati North America, Inc. cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.
- You are responsible for presenting your motorcycle to a Ducati dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.
- As the motorcycle owner, you should also be aware that Ducati North America, Inc. may deny you warranty coverage if your motorcycle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.408.253.0499 or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

California evaporation emission system



Attention

In the event of a fuel system malfunction, contact a Ducati Authorized Service Center.

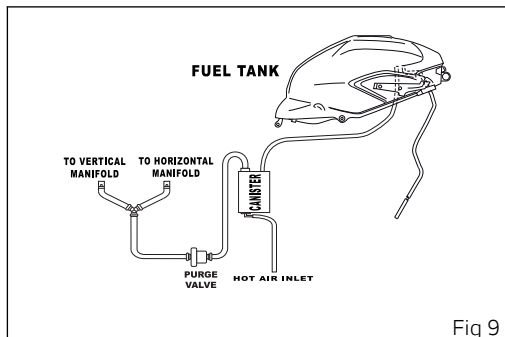


Fig 9

Ducati limited warranty on emission control system

Ducati North America, Inc., 448 E. Middlefield Road, Mountain View, CA 94043 warrants that each new 1998 and later Ducati motorcycle, that includes as standard equipment a headlight, tail-light and stoplight, and is street legal:

A) is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and

B) is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use of 18,641 miles (30,000 kilometers) or 5 (five) years from the date of initial retail delivery, whichever first occurs.

I. Coverage

Warranty defects shall be remedied during customary business hours at any authorized Ducati motorcycle dealer located within the United States of America in compliance with the Clean Air Act and

applicable regulations of the United States Environmental Protection Agency and the California

Air Resources Board. Any part or parts replaced under this warranty shall become the property of Ducati. In the state of California only, emissions related warranted parts are specifically defined by that state's Emissions Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank, fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve; fuel/vapor separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points, condensers, and spark plugs if failure occurs prior to the first scheduled replacement, and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts. In the state of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized Ducati dealer. An emergency

situation occurs when an authorized Ducati dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. Ducati will reimburse the owner for the expenses, including diagnosis, not to exceed Ducati's suggested retail price for all warranted parts replaced and labor charges based on Ducati's recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

II. Limitations

This Emission Control System Warranty shall not cover any of the following:

- A. Repair or replacement required as a result of
 - (1) accident,
 - (2) misuse,
 - (3) repairs improperly performed or replacements improperly installed,
 - (4) use of replacement parts or accessories not conforming to Ducati specifications which adversely affect performance and/or
 - (5) use in competitive racing or related events.

B. Inspections, replacement of parts and other services and adjustments required for routine maintenance.

C. Any motorcycle on which odometer mileage has been changed so that actual mileage cannot be readily determined.

III. Limited liability

A. The liability of Ducati under this Emission Control Systems Warranty is limited solely to the remedying of defects in material or workmanship by an authorized Ducati motorcycle dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the Ducati dealer. Ducati shall not be liable for any other expenses, loss or damage, whether direct, incidental, consequential or exemplary arising in connection with the sale or use of or inability to use the Ducati motorcycle for any purpose. Some states do not allow the exclusion or limitation of any incidental or consequential damages, so the above limitations may not apply to you. B. No express emission control system warranty is given by Ducati except as specifically set forth herein. Any emission control system warranty

implied by law, including any warranty of merchantability or fitness for a particular purpose, is limited to the express emission control systems warranty terms stated in this warranty. The foregoing statements of warranty are exclusive and in lieu of all other remedies. Some states do not allow limitations on how long an implied warranty lasts so the above limitation may not apply to you. C. No dealer is authorized to modify this Ducati Limited Emission Control Systems Warranty.

IV. Legal rights

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

V. This warranty is in addition to the Ducati limited motorcycle warranty.

VI. Additional information

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, Ducati is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any

individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

Ducati North America, Inc.

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Instrument panel (Dashboard)

Instrument panel

1) Display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) HIGH BEAM LIGHT  (BLUE).

Turns on to indicate that the high beam lights are on and when the flasher is activated.

4) ENGINE OIL PRESSURE LIGHT  (RED).

Comes on when engine oil pressure is too low. It must turn on at "KEY-ON", but must turn off a few seconds after the engine has started. May come on briefly when the engine is hot, but should go off as the engine revs up.

Important

If the ENGINE OIL light stays on, stop the engine or it may suffer severe damage.

5) FUEL WARNING LIGHT  (AMBER YELLOW).

Turns on when fuel is low and there are about 0.66 gallons (2.5 liters) of fuel left in the tank.

6) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation.

7) "ENGINE DIAGNOSIS - EOBD" LIGHT

 (AMBER YELLOW).

Turns on in the case of "engine" errors and in some cases will lock the engine.

8) GENERAL WARNING LIGHTS (RED).

The lights turn on when RPM value reaches the first threshold before the rpm limiter kicks in;

9) ABS LIGHTS (AMBER YELLOW).

This turns on to indicate that ABS is disabled or not functioning.

Engine off/ speed below 3 mph (5 km/h)		
Light off	Light flashing	Light steady
-	ABS disabled with the menu function "ABS"	ABS enabled but not working yet
Engine on/ speed below 3 mph (5 km/h)		
Light off	Light flashing	Light steady
-	ABS enabled but not working yet	ABS enabled, but not functioning due to a problem
Engine on/ speed over 3 mph (5 km/h)		
Light off	Light flashing	Light steady
ABS enabled and functioning	ABS enabled and degraded due to a problem	ABS enabled, but not functioning due to a problem

10) GENERIC ERROR WARNING LIGHT (AMBER YELLOW).

It turns on when there are any "vehicle" errors, i.e. active errors triggered by any control unit other than the engine control unit.

11) DTC STATUS LIGHT (AMBER YELLOW).

This light indicates DTC system enabling/disabling status.

Speed below or equal to 3 mph (5 km/h)		
Light off	Light flashing	Light steady
DTC enabled and functioning	DTC enabled but not working yet	DTC disabled and/or not functioning due to a fault in the BBS control unit
Speed above 3 mph (5 km/h)		
Light off	Light flashing	Light steady
DTC enabled and functioning	DTC enabled but there is a fault in the system causing inhibited performance	DTC disabled and/or not functioning due to a fault in the BBS control unit

12) DTC INTERVENTION (AMBER YELLOW).

	DTC
No intervention	Light OFF
Spark advance cut	Light steady ON
Injection cut	Light steady ON

Key-on status	Light OFF
Key-off status	Light ON flashing
Key-off status for over 12 hours	Light OFF

13) OVER REV / IMMOBILIZER / ANTI-THEFT SYSTEM (RED)

	Over rev
No intervention	Light OFF
First threshold (N RPM before the limiter kicks in)	Light steady ON
Limiter	Light ON flashing



Note

Each calibration of the Engine Control Unit may have a different setting for the thresholds that precede the rev limiter and the rev limiter itself.

	Immobilizer
--	--------------------

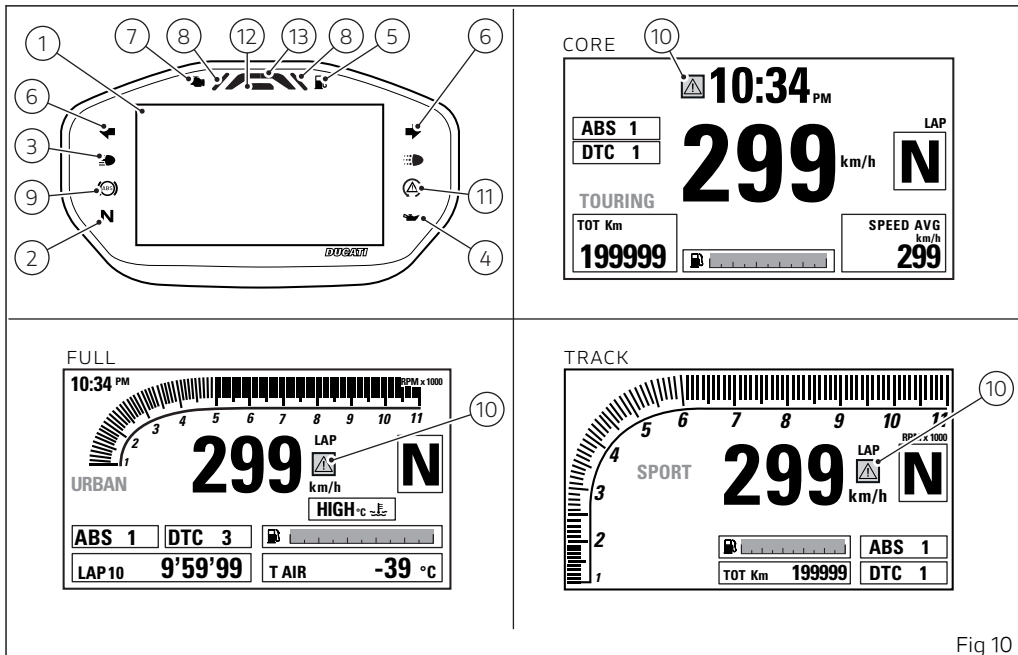


Fig 10

Acronyms and abbreviations used in the Manual

ABS
Anti-lock Braking System
BBS
Black Box System
CAN
Controller Area Network
DDA
DUCATI Data Acquisition
DSB
Instrument panel
DTC
DUCATI Traction Control
EBC
DUCATI Engine Brake Control
ECU
Engine Control Unit
GPS
Global Positioning System

Technological Dictionary

Riding Mode

The rider can choose from 3 different preset bike configurations (Riding Modes) and pick the one that

best suits his/her riding style or ground conditions. The Riding Modes allow the user to instantly change the engine power delivery (Power Mode), the ABS and DTC settings, and instrument panel graphics. Available Riding Modes: Sport, Touring and Urban. Within every Riding Mode, the rider can customize any setting.

Power Mode

The Power Modes are the different engine maps the rider can select to change power level and delivery to suit his/her own riding style and surface conditions. There are three Power Modes, one for each Riding Mode:

- LOW, with "smooth" delivery;
- MED, with "smooth" delivery;
- HIGH with "instant" power delivery.

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is no mechanical connection between the throttle twistgrip and the throttle bodies, the ECU can adjust power delivery by directly affecting throttle opening angle.

The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Power Mode), but even to accurately control the engine brake (EBC), thereby helping to control the rear wheel slipping (DTC).

Ducati Traction Control (DTC)

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through eight different levels that are programmed to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a preset intervention level.

Level eight indicates system intervention whenever a slight slipping is detected, while level one is for very expert riders because it is less sensitive to slipping and intervention is thus rarer.

Anti-lock Braking System (ABS)

The ABS system fitted to the Monster 821 is a safety system preventing wheel lockup while riding with the motorcycle not leaning over. The Monster ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical

limits allowed by the vehicle and by the road conditions.

The Monster 821 ABS implements rear wheel lift-up control in order to ensure not only smaller stopping distance under braking, but also the best possible stability.

These functions are divided into 3 different levels, each associated with a Riding Mode. ABS can be disabled.

Function buttons

1) CONTROL SWITCH UP "▲"

Button used to display and set instrument panel parameters with the position "▲".

2) CONTROL SWITCH DOWN "▼"

Button used to display and set instrument panel parameters with the position "▼".

3) HIGH-BEAM FLASH BUTTON FLASH

The high-beam flash button may also be used for LAP functions.

4) TURN INDICATORS CANCEL BUTTON

The turn indicators cancel button may also be used for the CONFIRM MENU function, for selecting the riding style.

5) HAZARD BUTTON

Button used to switch on/off all four turn indicators (Hazard function).

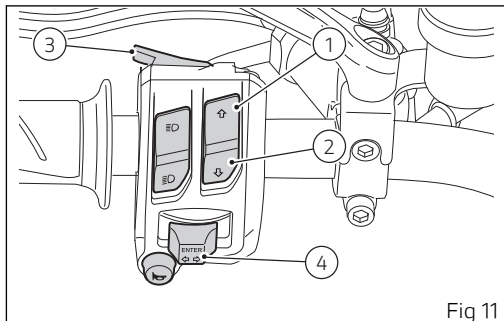


Fig 11

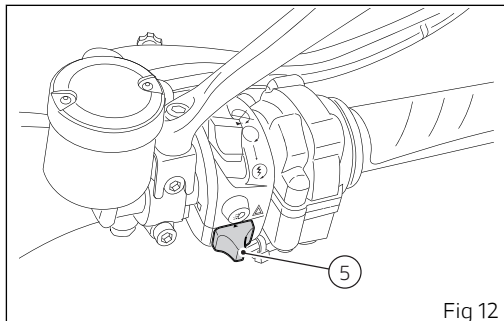


Fig 12

Parameter setting and displaying

When it is switched on, the instrument panel displays the DUCATI Logo and turns on the LED warning lights in two steps ("initial check").

At the end of the check, the instrument panel displays the main screen in one of the available layout modes (CORE, FULL or TRACK) depending on the last configuration in use before the KEY-OFF.

During this check stage, if the vehicle speed exceeds 6 mph (10 km/h) (actual speed), the instrument panel will stop:

- the display check routine and display the standard screen containing updated information;
- the warning light check routine and leave on only the warning lights that are actually active at the moment.

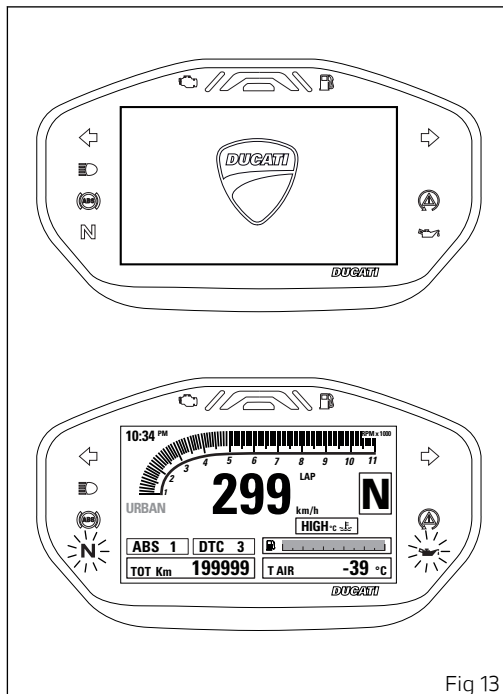
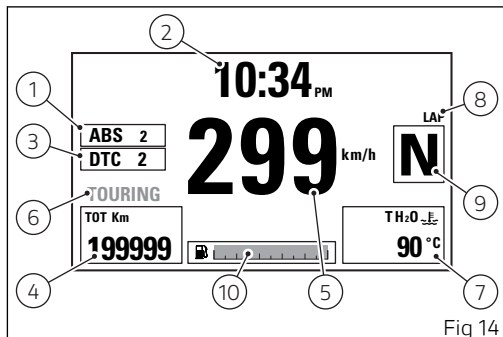


Fig 13

Three different main page layouts are available:
CORE, FULL and TRACK.

Data displayed on the main screen for CORE layout are as follows:

- 1) ABS level indication (ON) or ABS OFF indication.
- 2) Clock.
- 3) DTC level indication (ON) or DTC OFF indication.
- 4) Menu 1 (Odometer, Trip 1, Trip 2, Player On / Off - active only if the Bluetooth module is available and at least one Smartphone is connected - Range, Trip time, Lap time - only if active, Heated handgrips - active only if present).
- 5) Vehicle speed.
- 6) Set Riding Mode.
- 7) Menu 2 (Ambient air temperature, Engine temperature, Average consumption, Instant fuel consumption, Average speed).
- 8) LAP indication (only if active).
- 9) Gear indication.
- 10) Fuel level.



Data displayed on the main screen for FULL layout are as follows:

- 1) ABS level indication (ON) or ABS OFF indication.
- 2) Clock.
- 3) DTC level indication (ON) or DTC OFF indication.
- 4) Fuel level.
- 5) Menu 1 (Odometer, Trip 1, Trip 2, Player On / Off - active only if the Bluetooth module is available and at least one Smartphone is connected - Range, Trip time, Lap time - only if active, Heated handgrips - active only if present).
- 6) Vehicle speed.
- 7) Set Riding Mode.
- 8) Menu 2 (Ambient air temperature, Instantaneous fuel consumption, Average fuel consumption, Average speed).
- 9) LAP indication (only if active).
- 10) Rpm bar graph.
- 11) Gear indication.
- 12) Engine coolant temperature indication.

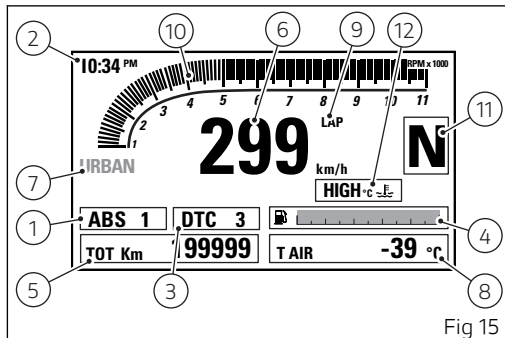


Fig 15

Data displayed on the main screen for TRACK layout are as follows:

- 1) ABS level indication (ON) or ABS OFF indication.
- 2) Menu 1 (Odometer, Trip meter 1, Trip meter 2, Range, Average consumption, Instant consumption, Average speed, Trip time, Clock, Lap time - only if active, Ambient air temperature, Engine temperature, Heated handgrips - active only if present).
- 3) DTC level indication (ON) or DTC OFF indication.
- 4) Set Riding Mode.
- 5) Vehicle speed.
- 6) LAP indication (only if active).
- 7) Rpm bar graph.
- 8) Gear indication.
- 9) Fuel level.

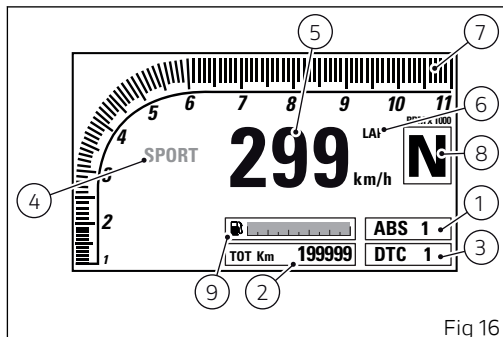


Fig 16

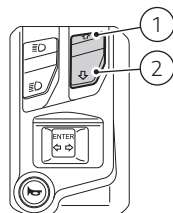
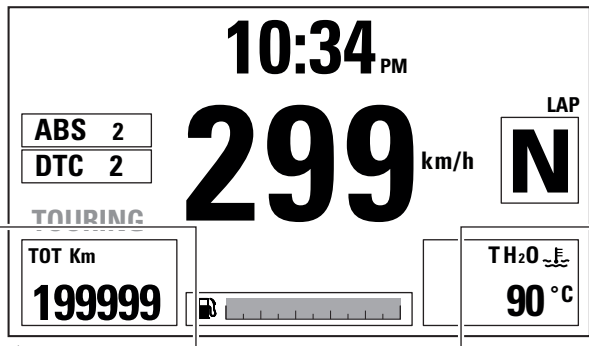
From the main screen of the CORE mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- Odometer (TOT);
- TRIP 1 (Trip meter 1);
- TRIP 2 (Trip meter 2);
- Player On / Off – active only if the Bluetooth module is available and at least one Smartphone is connected;
- RANGE;
- TRIP TIME (Trip time);
- LAP time (only if active) – displayed for 6s;
- Heated handgrips - active only if present (H.Grips).

Pressing button (2) on the left-hand switch allows displaying Menu 2 information.

- Air temperature;
- Engine Coolant temperature;
- Average fuel consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS.I);
- Average speed (SPEED AVG).

CORE



①

TRIP 1 → TRIP 2 → RANGE → TRIP TIME → LAP

②

T AIR → T H₂O → CONS. AVG → CONS. I → SPEED AVG

Fig 17

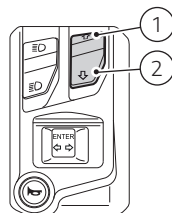
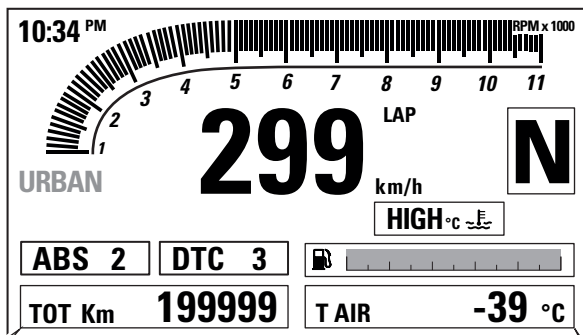
From the main screen of the FULL mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- Player On / Off – active only if the Bluetooth module is available and at least one Smartphone is connected;
- RANGE;
- TRIP TIME;
- Lap time (LAP) (if function is active);
- Heated handgrips - active only if present (H.Grips).

Pressing button (2) on the left-hand switch allows displaying Menu 2 information.

- Air temperature;
- Instantaneous fuel consumption (CONS.I);
- Average fuel consumption (CONS. AVG);
- Average speed (SPEED AVG).

FULL



①

TRIP 1 → TRIP 2 → RANGE → TRIP TIME → LAP

②

T AIR → CONS. I → CONS. AVG → SPEED AVG

Fig 18

From the main screen of the TRACK mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- RANGE;
- Average fuel consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS.I);
- Average speed (SPEED AVG);
- TRIP TIME;
- Clock;
- Lap time (LAP) (if function is active);
- Air temperature;
- Engine Coolant temperature;
- Heated handgrips - active only if present (H.Grips).

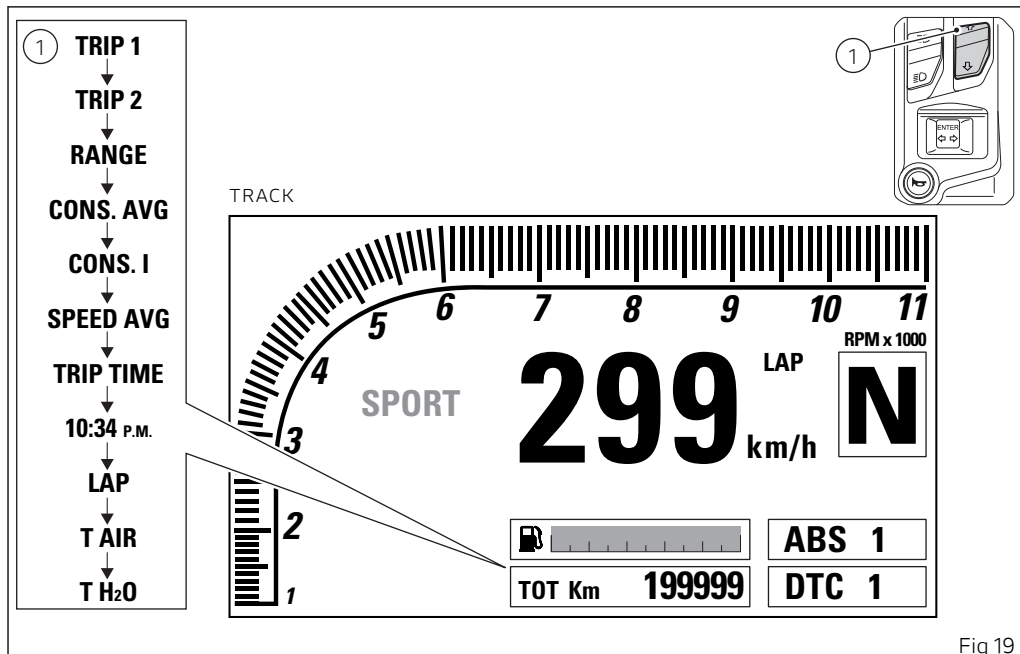


Fig 19

The instrument panel stores Menu 1 and Menu 2 current settings upon KEY-OFF. Upon the following KEY-ON, the previously stored Menu 1 and Menu 2 screens are displayed.

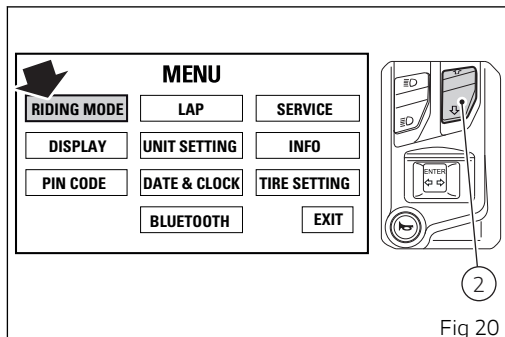
In case of sudden and unexpected power off, the instrument panel displays the Menu 1 and Menu 2 default settings upon the following KEY-ON:

- Menu 1 default screen = Odometer;
- Menu 2 default screen (Core and Full modes only) = Average Fuel Consumption.

Upon KEY-ON, for each layout mode, the instrument panel displays Menu 1 "Odometer" screen for 10 seconds and then displays the page saved upon previous KEY-OFF.

When the standard screen of the set mode is displayed, hold the button (2) for 3 seconds with the actual vehicle speed lower than or equal to 12 mph (20 km/h) to gain access to the Setting Menu, where you can set any function.

You can enter the SETTING MENU only when the actual vehicle speed is lower than or equal to 3 mph (5 km/h). If you are inside the Setting MENU and the actual vehicle speed exceeds 3 mph (5 km/h), the instrument panel automatically exits from this Menu and displays the Standard Screen.



If the key is not acknowledged upon KEY-ON and once the check routine is over, the following will happen:

- if the PIN CODE function is not active, the initial lights check routine is skipped, the standard screen is displayed with an E-LOCK error warning and access to the Setting Menu is not allowed;
- if the PIN CODE function is active, the PIN CODE function page is displayed, allowing the rider to enter the personal code.

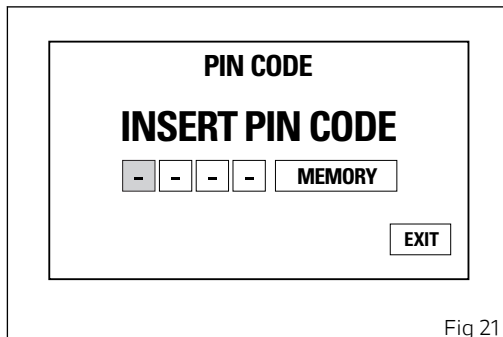


Fig 21

Main functions

Information displayed in the standard screen of the selected display layout (CORE, FULL or TRACK) are the following:

Main information

- Engine rpm indication (RPM)
- Vehicle speed
- Gear indication
- Fuel level
- Riding Mode
- DTC
- ABS
- the menus display the following functions:
 - Odometer (TOT)
 - Trip meter 1 (TRIP1)
 - Trip meter 2 (TRIP2)
 - Residual range (RANGE)
 - LAP time
 - Engine coolant temperature
 - Instantaneous fuel consumption (CONS.)
 - Average Fuel Consumption (CONS. AVG)
 - Average speed (SPEED AVG)
 - Trip time (TRIP TIME)
 - Ambient air temperature
 - Clock

Additional information

- Infotainment (presetting)
- LAP
- Service warning (SERVICE)
- Warning/Alarm indication (Warning)
- ERROR indication
- Viewing side stand status

The functions within the Setting Menu that can be modified by the user are the following:

- RIDING MODE customization: within this menu, rider can customize the following:
 - ABS setting (ABS)
 - DTC level (DTC)
 - Engine setting (ENGINE)
 - Reset to default factory settings (DEFAULT)
- DISPLAY: this menu allows the following settings:
 - Display mode setting
 - Display backlighting (BACK LIGHT)
- PIN CODE (enter/change)
- LAP (view/delete/reset automatic settings)
- UNIT SETTING: Speed - Temperature - Fuel consumption
- Date and time setting (DATE & CLOCK)
- Bluetooth device setting (BLUETOOTH)
- Threshold information of the Service function (SERVICE): Oil Service - Desmo Service - Annual Service
- Info (INFO): Battery - RPM - Bluetooth version
- Tire setting and drive ratio (TIRE SETTING)

Engine rpm indication (RPM)

The instrument panel receives the engine rpm information and displays it on the relevant bargraph (in FULL and TRACK display modes only). The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the enlargement of the numerical digit of the relevant miles (if the RPM value is "8000" or higher, number "8" is displayed bigger).

When reaching 12000 rpm no numerical digit is "zoomed": number "12" is not displayed in a bigger size and returns to the standard size of number "11").

The area for the 9500-10500 rpm range (pre-warning area) is indicated on the display in orange, used both for filling the bar graph and indicating the corresponding figure 10 ("orange area").

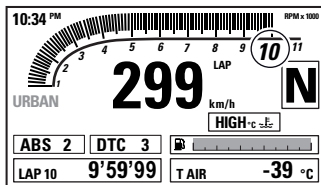
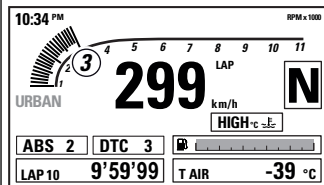
The area for the 10500-11000 rpm range (warning area) is indicated on the display in red, used both for filling the bar graph and indicating the corresponding figure 11 ("red area").



Important

During the first 600 mi (1000 km) (Break-in period), i.e. as long as the Odometer displays a value lower than or equal to 600 mi (1000 km), the "orange area" (pre-warning area on the display with orange used for bar graph filling and to indicate the corresponding figure) is displayed when engine reaches 6000 rpm. During this break-in period, it is not advisable to exceed 6000 rpm, so make sure the instrument panel does not display the "orange area" of the bar graph.

FULL



TRACK

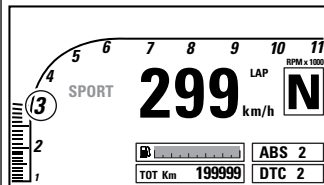


Fig 22

After the break-in period, the "orange area" indicates and advises the rider to ride at lower revs when the engine is cold; the "orange area" position changes according to engine temperature as follows:

- from 7000 rpm with engine temperature lower than or equal to 122 °F (50 °C)
- from 9500 rpm with engine temperature upper than 122 °F (50 °C)

The rpm limiter kick-in threshold is 9750 rpm.

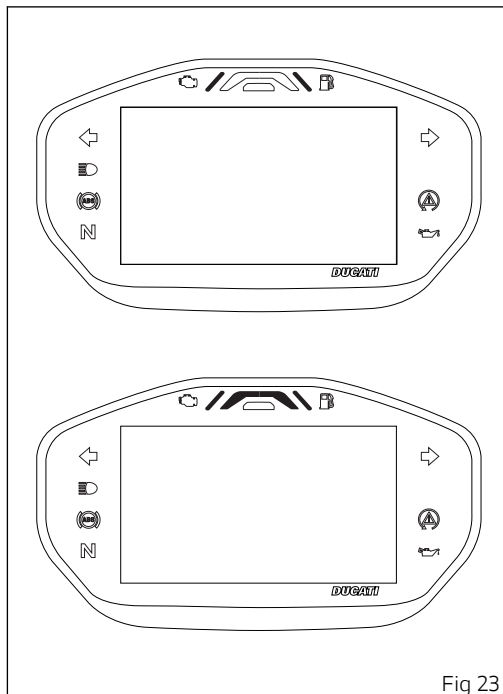


Fig 23

Vehicle speed

The instrument panel receives information about the actual vehicle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (mph or km/h).

A string of dashes "- - -" is displayed with the set unit of measurement if:

- speed is equal to 186 mph or 299 km/h or if instrument panel is not receiving the speed value ("- - -" steady on);
- the rear speed sensor is in fault (flashing "- - -").

The following page shows the function in TRACK layout. For CORE and FULL layouts, values for these functions are indicated in the same way as for the TRACK mode.

TRACK

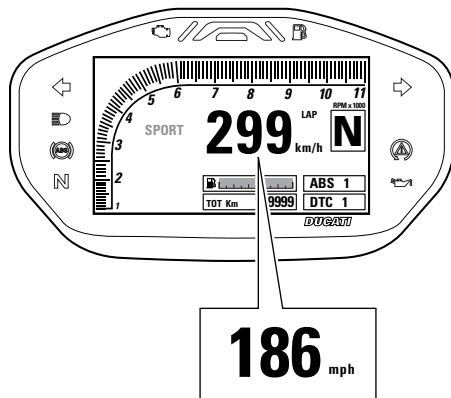


Fig 24

Gear

The instrument panel receives information about the gear engaged and displays the corresponding value.

If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed.

Letter "C" and NEUTRAL warning light flash on the instrument panel if the gear teach-in procedure has not been performed yet.

A dash "-" is displayed if:

- the gear sensor is in fault ("- steady on and NEUTRAL warning light flashing);
- the instrument panel is not receiving the gear data ("- flashing).

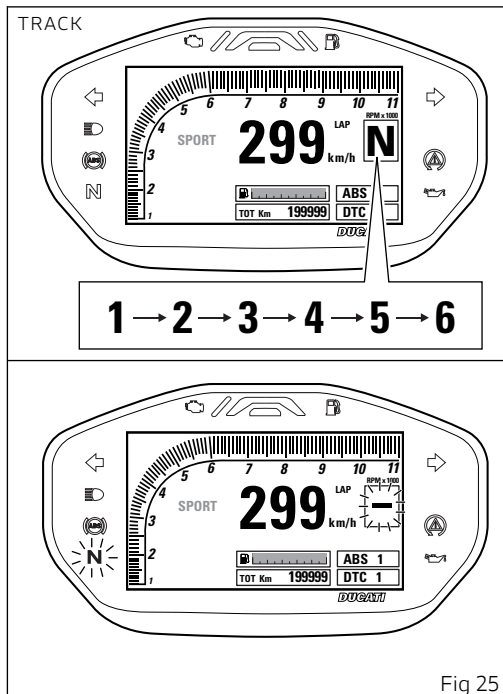


Fig 25

Riding Mode (RIDING MODE)

The Riding Mode can be selected from the instrument panel. Preset riding modes are three: SPORT, TOURING and URBAN.

The selected and active riding mode is displayed on the bottom part of the instrument panel display, in CORE layout, or next to speed indication in FULL and TRACK layouts.

Every Riding Mode contains the following parameters set by Ducati or customized by the user through the setting function pages:

- a specific ABS calibration (1, 2, 3);
- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific engine power that will change throttle behavior (MAP1, MAP2, MAP3);

Every Riding Mode also features a different standard screen layout (CORE, FULL and TRACK), set by Ducati or customized by the rider through the setting function pages.

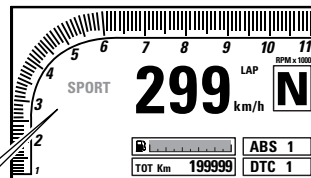
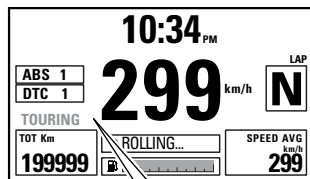


Attention

Ducati recommends changing the Riding mode when the vehicle is stopped. If the riding mode is changed while riding, be very careful (it is recommended to change the Riding mode at a low speed).

CORE

TRACK



FULL

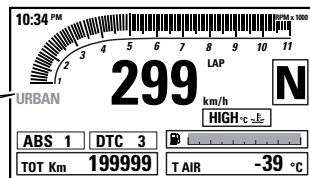
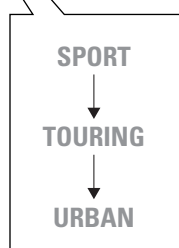
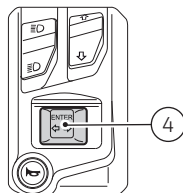


Fig 26

Selecting the Riding Mode

Press CONFIRM MENU button (4) to enter the menu for selecting the Riding Mode (A). The instrument panel displays the speed indication (on the right) and riding mode name (on the left):

- SPORT
- TOURING
- URBAN

One of these will be highlighted to indicate that it was the last memorized setting and is currently in use.



Attention

It is not possible to open the menu for selecting the riding mode, if button (4) is in the position for activating the turn indicators (to the left or right).

For the highlighted Riding Mode some of the parameter settings are displayed:

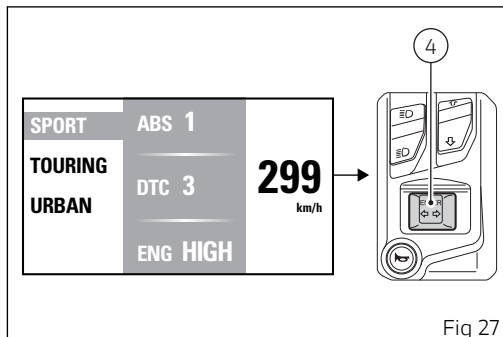
- ABS system: the ABS text followed by the level of calibration set (1, 2, 3).

- DTC: the DTC text followed by the level of intervention set (1, 2, 3, 4, 5, 6, 7, 8) in case the DTC is active or by OFF in case the DTC is disabled;
- engine power (ENGINE): ENG lettering followed by set engine power (HIGH, MED or LOW).

The displayed information is the settings stored in every single Riding Mode. The stored settings may be the factory ones (Ducati default settings) or the ones customized by the owner. Any time the CONFIRM MENU button (4) is pressed, the riding mode is highlighted and the associated parameters are displayed.

Once the desired riding mode is highlighted, confirm the selection by holding down the CONFIRM MENU button (4) for 2 seconds: the new riding mode selection is saved and the standard screen is displayed.

Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 5 seconds, the new riding mode selection is not stored and the standard screen is displayed.



When the system requests rider to confirm the riding mode change, the procedure will output an error if:

- the throttle twistgrip is open, brakes are activated and the vehicle is in motion; in this case CLOSE THROTTLE AND RELEASE BRAKES error is displayed and the procedure for changing riding mode will not be completed unless the rider closes the throttle and releases the brakes or the vehicle is stopped (zero speed) within 5 seconds. When the procedure is not successful the standard screen is displayed.



Note

If the change of riding mode is associated with the ABS change of state from "ON" to "OFF" or vice-versa, the instrument panel also starts the procedure for disabling or activating the ABS, respectively, upon confirmation of the selected riding mode.

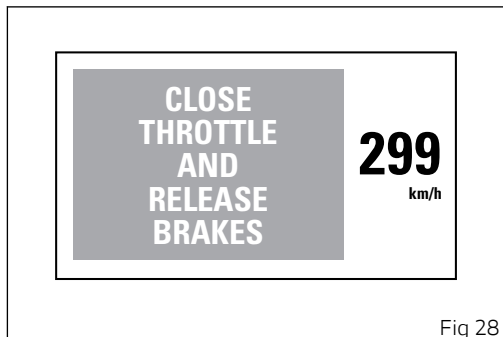


Fig 28

DTC

The instrument panel displays DTC status as follows:

- if DTC is active, DTC indication and intervention level number (1 to 8);
- if DTC is not active, DTC OFF lettering and the DTC Status warning light on display turns on;
- if DTC or the Black Box is in fault, the indication DTC Err in red and the DTC status warning light on the instrument panel will turn on.

The function is displayed with TRACK layout. For CORE and FULL layouts, values for these functions are indicated in the same way as for the TRACK mode.

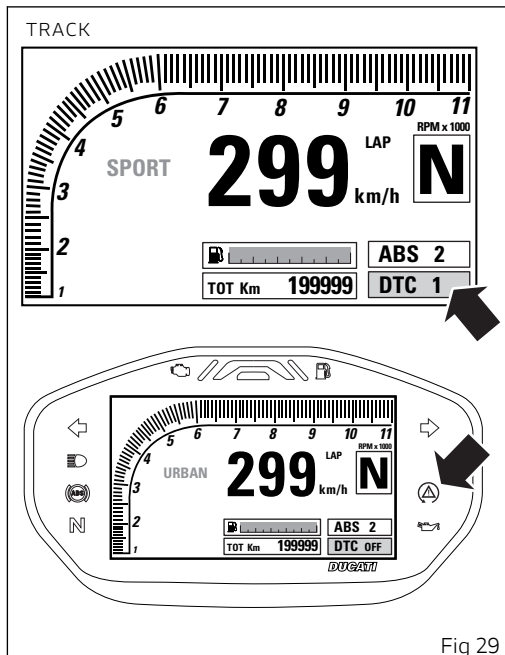


Fig 29



Attention

The DTC is a rider assist system. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accident or force emergency maneuvers, whether caused by his own errors or those of other road users.

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with road conditions, the laws of physics, good riding standards and traffic laws.

The following table indicates the most suitable level of DTC intervention for the various riding modes, as well as the default settings in the "Riding Mode" that can be selected by the rider.

DTC	RIDING MODE	USE	DEFAULT
1	SPORT	Sport style for very expert riders. System permits sliding sideways.	NO
2	SPORT	Sport style for expert riders. System permits sliding sideways.	NO
3	SPORT	Sport style for medium-expert riders. System permits sliding sideways.	It is the default level for the "SPORT" Riding Mode
4	TOURING	Fast touring style.	It is the default level for the "TOURING" Riding Mode
5	TOURING	Touring style.	NO
6	URBAN	"Very safe" style on any kind of path.	It is the default level for the "URBAN" Riding Mode
7	RAIN	For riding on slightly wet or moist road. ENGINE LOW setting recommended.	NO
8	HEAVY RAIN	For riding on wet road. ENGINE LOW setting recommended.	NO

Tips on how to select the sensitivity level



Attention

All levels of the DTC system of your vehicle have been calibrated with original equipment tires (Pirelli Diablo Rosso III 120/70 - 17 front and Pirelli Diablo Rosso III 180/55 - 17 rear). Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system.

In the case of minor differences, such as for example, tires of a different make and/or model than the OE ones, but with the same size (front = 120/70 - 17, rear = 180/55 - 17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation. If tires of a different size class are used or if the tire dimensions differ significantly from the original tires, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

If level 8 is selected, the DTC system will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are further intermediate levels. DTC intervention decreases from level 8 to level 1. Levels 1, 2 and 3 allow both spinning and skidding of the rear wheel out of a corner: these levels are recommended only for expert riders.

The choice of the correct level mainly depends on the following parameters:

- 1) The tire/asphalt grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.);
- 2) The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds);
- 3) The riding mode (whether the rider has a "smooth" or a "rough" style).

Level depends on grip conditions

The choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the road).

Level depends on type of track

If the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.

Level depends on riding style

The DTC will tend to kick in more with a "smooth" riding mode, where the bike is leaned over further, rather than with a "rough" style, where the bike is straightened up as quickly as possible when exiting a turn.

Tips for use on dry road

Activate the DTC, select level 6 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try reducing the setting to level 5, 4, etc., until you find the level that suits you best.

If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on

level 5 you cannot perceive any DTC intervention, switch to level 6).

Tips for use on wet road

Level 7 is recommended when road is slightly wet or damp and level 8 on wet road. It is also recommended to select ENGINE LOW in these conditions.

ABS

The vehicle is equipped with ABS and the instrument panel displays ABS status.

The instrument panel displays:

- if ABS is active, ABS indication and intervention level number (1 to 3);
- if ABS is in fault or instrument panel is not receiving information from the ABS; the ABS Err lettering in red and the ABS warning light ON.

The function is displayed with TRACK layout. For CORE and FULL layouts, values for these functions are indicated in the same way as for the TRACK mode.

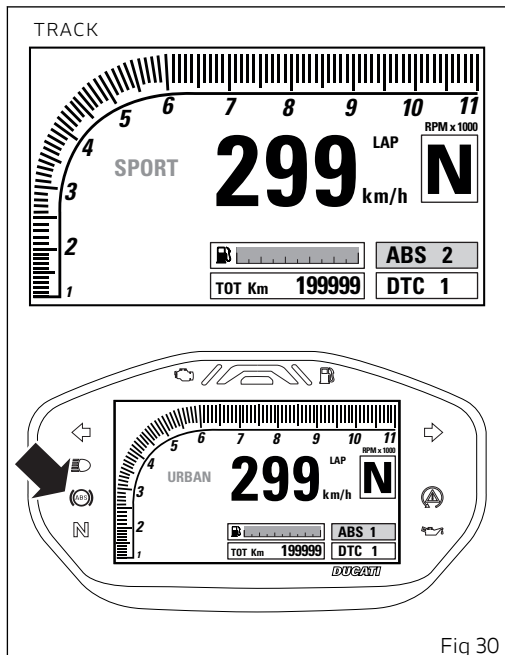


Fig 30

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical – skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control. The Anti-Lock Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes use separate control systems.



Attention

Using the two brake controls separately reduces the motorcycle braking power.

Never use the front brake control harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle (if the ABS is enabled). When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers may lead to loss of control.

When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat as well as a possible generation of vapor lock (brake fluid boiling) with a considerable reduction of the braking power. Underinflated or overinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

The following table indicates the most suitable level of ABS intervention for the various riding types, as well as the default settings in the "Riding Mode" that can be selected by the rider:

ABS	RIDING MODE	FEATURE	DEFAULT
1	TRACK/SPORT	Typical use conditions: road or track use, in excellent grip conditions. The ABS in this mode controls both wheels, but NO anti lift-up* control is active. This calibration focuses on braking power.	It is the default level for the "SPORT" Riding Mode
2	SPORT/TOURING	Typical use conditions: road use, in excellent grip conditions. The ABS in this mode controls both wheels and anti lift-up* controls are active. This calibration focuses on braking power and yet keeps good stability under braking and lift-up control*.	It is the default level for the "TOURING" Riding Mode
3	ALL/URBAN/WET CONDITION	Typical use conditions: any riding condition. The ABS in this mode controls both wheels and anti lift-up* controls are active. This calibration focuses on maximum vehicle stability and lift-up* prevention, yet keeping good maximum deceleration performance.	It is the default level for the "URBAN" Riding Mode

* rear wheel lifting up upon maximum deceleration

Tips on how to select the sensitivity level



Attention

The levels of the ABS system your motorcycle is equipped with were calibrated with original equipment tires. Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

Motorcycle original equipment:
(front 120/70ZR17 - rear 180/55ZR17).
- Pirelli Diablo Rosso III;

Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

Selecting level 3, the ABS will intervene to ensure a very stable braking, good lift-up control, the vehicle keeps a good alignment during the whole braking.

Settings between level 3 and level 1 privilege more and more the braking power rather than stability and lift-up control; level 1 provides no lift-up control.

The choice of the correct level mainly depends on the following parameters:

- 1) The tire/asphalt grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.).
- 2) The rider's experience and sensitivity: expert riders can tackle a lift-up in trying to reduce the stopping distance to a minimum, while less expert riders are recommended to use settings 2 and 3, that will help them keeping the vehicle more stable even in emergency braking.

Menu functions

Menu functions can be displayed for every riding mode (SPORT, TOURING and URBAN) in one of the three following modes:

- CORE;
- FULL;
- TRACK.

CORE and FULL modes display them in menu (A) on the left and in menu (B) on the right. TRACK mode displays them only in menu (C).

The functions are:

- Odometer (TOT);
- Trip meter 1 (TRIP1);
- Trip meter 2 (TRIP2);
- Residual range (RANGE);
- LAP time (only if active);
- Coolant temperature;
- Instantaneous fuel consumption;
- Average fuel consumption;
- Average speed;
- Trip time;
- External air temperature;
- Clock.

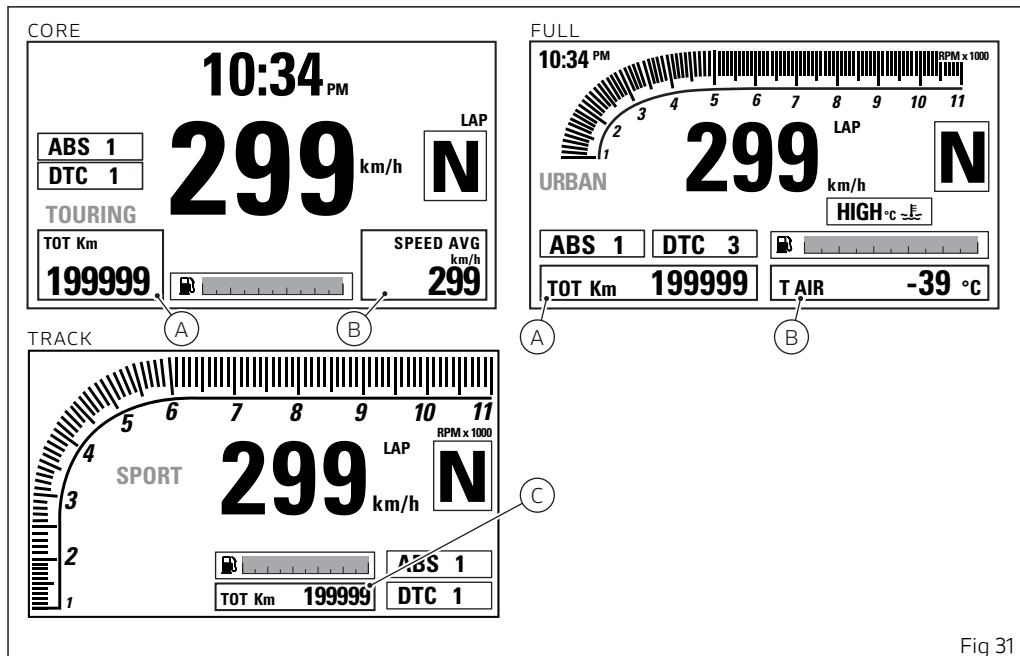


Fig 31

Odometer (TOT)

The odometer counts and displays the total distance covered by the vehicle with the set unit of measurement (mi or km).

The odometer number of mi or km is displayed with the TOT indication and unit of measurement. When the maximum value is reached (199999 mi or 199999 km) the instrument panel will permanently display said value.

The odometer value is saved permanently and cannot be reset under any circumstances.

The reading is not lost in case of a power off (Battery Off).

The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.

Note

Upon Key-On, the instrument panel always shows the Odometer indication for 10 seconds, then shows the user's settings page.

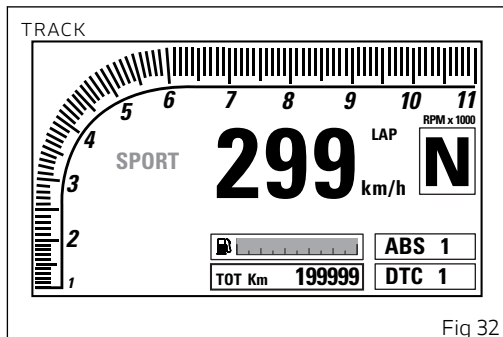


Fig 32



Note

If a string of flashing dashes " ---- " is displayed within odometer function, please contact a Ducati Dealer or Authorized Service Center.

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km) and is used as a basis to calculate average fuel consumption, average speed and trip time. The TRIP1 number of mi or km is displayed with the TRIP1 indication and unit of measurement.

When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance traveled is reset and the meter automatically starts counting from 0 again.

While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 1. When TRIP1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

TRIP1 counter is automatically reset in case the system unit of measurement is changed manually: the counter will then start back from zero, considering the new units of measurement.

The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.

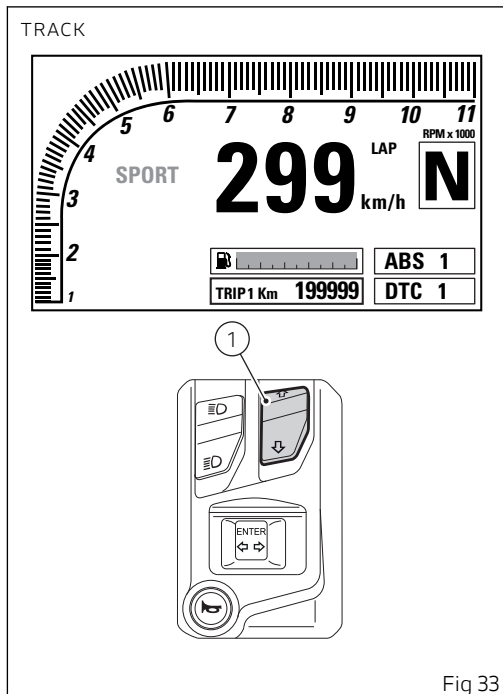


Fig 33

Trip meter 2 (TRIP 2)

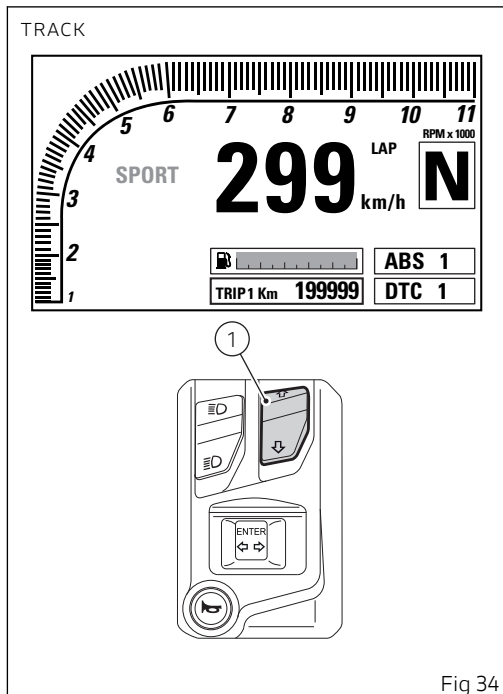
The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km).

The TRIP2 number of mi or km is displayed with the TRIP2 indication and unit of measurement.

When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance traveled is reset and the meter automatically starts counting from 0 again.

While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 2.

TRIP2 counter is automatically reset in case the system unit of measurement is changed manually: the counter will then start back from zero, considering the new units of measurement. The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.



Residual range (RANGE)

This function displays the range according to the remaining fuel in the tank.

Information is indicated as RANGE, in the set unit of measurement.

If there is any function fault, the instrument panel will display three flashing dashes "- - -".

If the instrument panel is not receiving RANGE information, a string of three steady dashes "- - -" is displayed, followed by the unit of measurement.



Note

If the instrument panel does not receive any information on the unit of measurement, the last unit of measurement set is displayed flashing.

Considering that the TRACK and FULL layouts show the values for this function in a similar way to the CORE layout, the example shown depicts the function in CORE layout.

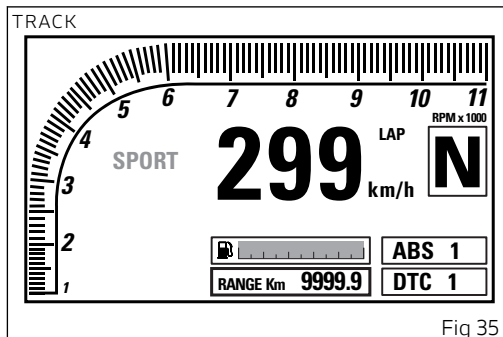


Fig 35

LAP TIME

The LAP function is available for the CORE and FULL display modes on the LH menu, while for the TRACK display mode it is in the central menu.

LAP function information is available when the function is active.

When the LAP function is active, upon the first press on FLASH button (3) menu displays LAP 01 message and START flashing for 4 seconds and then the time measured with a resolution of one tenth of a second ("0'00'0") for another 2 seconds. Upon any further press of the FLASH button (3), the just ended lap number and time are displayed with a resolution of one hundredth of a second ("0'00'00") for 6 seconds and then lap timer is displayed again together with the number of new current lap (if LAP function is selected from the menu).

If the LAP function is not selected from the menu, the instrument panel will go back to the functions present before the FLASH button (3) was pressed. It is possible to scroll the other menu functions at any time.

When storing the 30th LAP, the LAP function is stopped and upon any further press on the FLASH button (3), the instrument panel will display flashing

FULL message warning that the storage space for lap times is full.

The function is displayed with TRACK layout. For CORE and FULL display modes, the value for this function is indicated in the menu at the bottom left-hand side.

TRACK

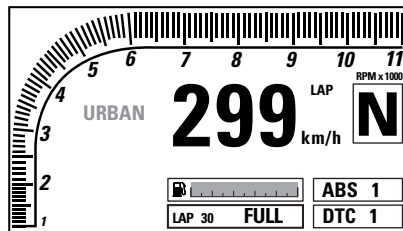
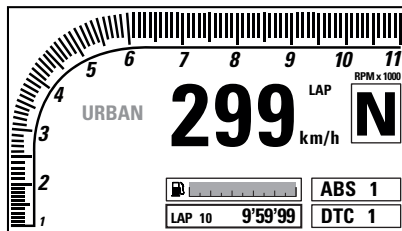
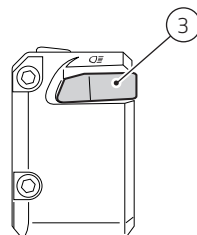
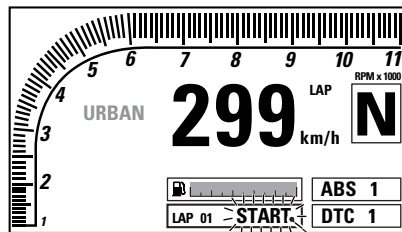


Fig 36



Note

When the LAP function is active, the FLASH button takes on the dual function of high beam flasher and finish line memorization control of the LAP timer (new lap start indication).



Note

The TRIP FUEL function always has top priority over the LAP function: in case of activation of the TRIP FUEL function with active LAP function, the LAP timer view is automatically removed and TRIP FUEL information is displayed instead.

LAP recording

If the LAP function is active, the lap time can be recorded for a total of 30 consecutive laps.

Operation:

- with every successive crossing of the finish line the number and time for the lap just completed is displayed for 5 seconds and with the tenth-of-a-second resolution;
- after these 5 seconds, the instrument panel goes back to lap timer page referred to the new current lap.

- on the 30th lap, when the FLASH button (3) is pressed, and every time it is pressed, current lap is stored and the message FULL is displayed to indicate that available storage space is full.

If the time is never stopped, it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from zero and will keep running until the lap is stopped or the recording function is disabled.

During every lap, the following data are stored:

- no. 30 lap times (time between consecutive start and stop);
- no. 30 values for max. RPM (maximum RPM value reached in every lap);
- no. 30 values for max. speed (maximum speed value reached in every lap).

Engine coolant temperature

The instrument panel receives information about the engine temperature (already calculated in °C) and displays the value in the set unit of measurement (°F or °C), followed by the unit of measurement and the engine temperature symbol. The temperature display range goes from +104 °F to +248 °F (40 °C to +120 °C).

If reading is:

- ≤ (lower than or equal to) -40 °F (-40 °C), a string of flashing dashes " - - - " is displayed;
- within the range -38 °F (-39 °C) to +102 °F (+39 °C), "LOW" is displayed steadily;
- included within the interval +104 °F (+40 °C) and +248 °F (+120 °C) the value is displayed steadily;
- ≥ (higher than or equal to) +250 °F (+121 °C), "HIGH" is displayed flashing.

If coolant temperature exceeds:

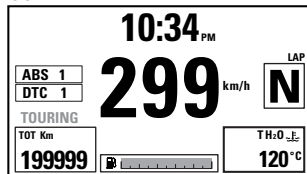
- +212 °F (100 °C), the temperature reading is immediately displayed in the menu, regardless of any other function displayed in the menu; the other menu functions can still be displayed;

- +250 °F (121 °C), the temperature reading is immediately displayed in the menu, regardless of any other function displayed in the menu; it is not possible to view the other menu functions. The alarm icon is also displayed.

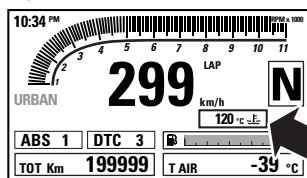
If the coolant temperature sensor is in fault, a string of flashing dashes " - - - " is displayed, followed by the set unit of measurement; the EOBD light turns on as well.

If the instrument panel is not receiving coolant temperature value, a string of steady dashes " - - - " is displayed, followed by the unit of measurement.

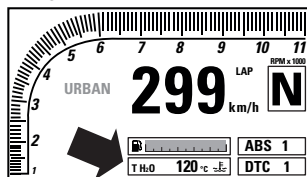
CORE



FULL



TRACK



TRACK

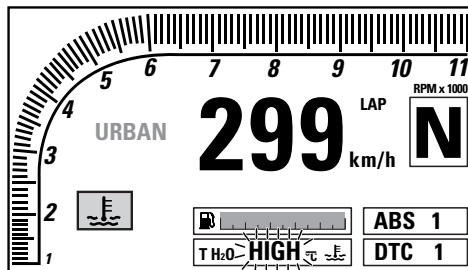


Fig 37

Instantaneous fuel consumption

The instrument panel calculates and displays the vehicle instantaneous fuel consumption, the set unit of measurement and CONS.I text.

The calculation is made considering the quantity of fuel used and the distance traveled during the last second. Value is expressed in the set unit of measurement: liters / 100 km or mpg UK or mpg USA.

The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). During the phase when no calculation is performed on the display, three steady dashes " - - - " are displayed as a value of instantaneous consumption.



Note

You may change the units of measurement of Speed (and distance traveled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the UNITS SETTING function.

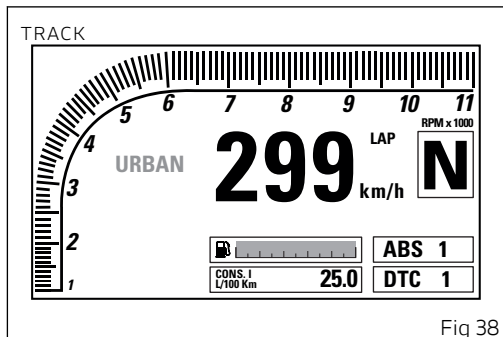


Fig 38

Average fuel consumption

The instrument panel calculates and displays the vehicle average fuel consumption, the set unit of measurement and CONS. AVG text.

The calculation is made considering the quantity of fuel used and the distance traveled since TRIP1 was last reset.

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset.

During the first 10 seconds when the value is not available on the display, three steady dashes "- - -" are displayed as a value of average consumption.

Value is expressed in the set unit of measurement: (liters / 100 km or mpg UK or mpg USA).

The active calculation phase occurs when the engine is running and the vehicle is stopped: (moments when the vehicle is not moving and the engine is off are not considered).

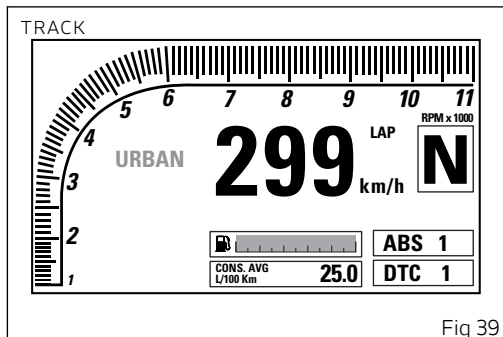


Fig 39



Note

You may change the units of measurement of Speed (and distance traveled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the UNITS SETTING function.

Average speed

The instrument panel calculates and displays the vehicle average speed, the set unit of measurement and SPEED AVG text.

The calculation considers the distance and time since TRIP1 was last reset.

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset.

During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes " - - - " steadily as average speed.

The active calculation phase occurs when the engine is running and the vehicle is stopped (moments when the vehicle is not moving and the engine is off are not considered).

The average speed value displayed is calculated by adding 5% in order to be consistent with vehicle speed indication.

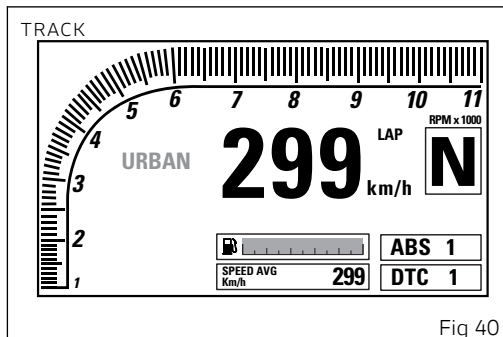


Fig 40



Note

You may change the units of measurement of Speed (and distance traveled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the UNITS SETTING function.

Trip time

The instrument panel calculates and displays the trip time as hhh:mm followed by TRIP TIME. The calculation considers the time since TRIP1 was last reset. When TRIP1 is reset, this value is reset as well. The time count active phase occurs when the engine is running and the vehicle is stopped (the time is automatically stopped when the vehicle is not moving and the engine is off and restarts when the counting active phase starts again). When the reading exceeds 511:00 (511 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.



Note

If you change the unit of measurement for an item connected to Speed (and distance) or Consumption, the trip time value will be automatically reset.

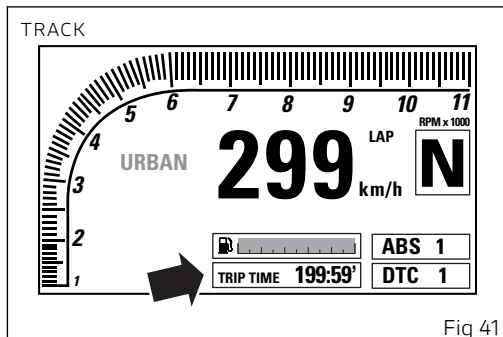


Fig 41

External air temperature

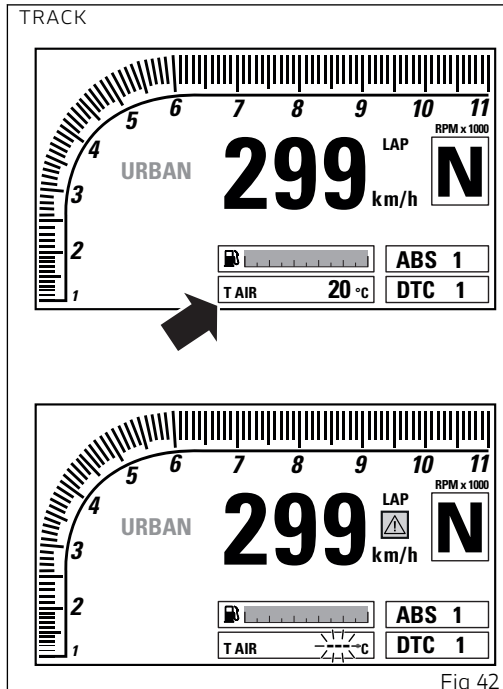
The instrument panel displays the ambient temperature in the set unit of measurement ($^{\circ}\text{C}$ or $^{\circ}\text{F}$), followed by the set unit of measurement, AIR text and the thermometer symbol. The temperature value is displayed when ranging from -38°F to $+255^{\circ}\text{F}$ (or -39°C to $+124^{\circ}\text{C}$). For different temperature values (lower than -38°F (-39°C) or higher than $+255^{\circ}\text{F}$ ($+124^{\circ}\text{C}$)) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

If the air temperature sensor is in fault, the instrument panel will show three flashing dashes " - - - " as air temperature value, followed by the unit of measurement and the Generic Error light on display will turn on. If the instrument panel is not receiving air temperature value, a string of three steady dashes " - - - " is displayed followed by the unit of measurement.



Note

When the vehicle is stopped, the engine heat may influence the displayed temperature.



Clock

The instrument panel receives information about the time to be displayed.

The time indication is displayed in different ways depending on the display mode in use (CORE, FULL or TRACK).

The instrument panel shows the time in the following format:

- hh (hours) : mm (minutes);
- followed by a.m. (from 1:00 AM to 11:59) or p.m. (from 12:00 to 12:59 and from 1:00 to 11:59).

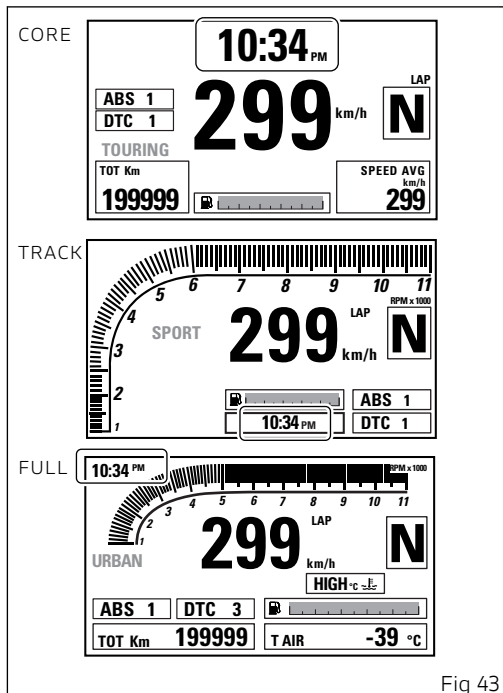


Fig 43

Auxiliary functions

LAP

The instrument panel displays the LAP function status (LAP recording on or off).

"LAP" message is on if LAP is ON (i.e. timer recording) or off if LAP is OFF.

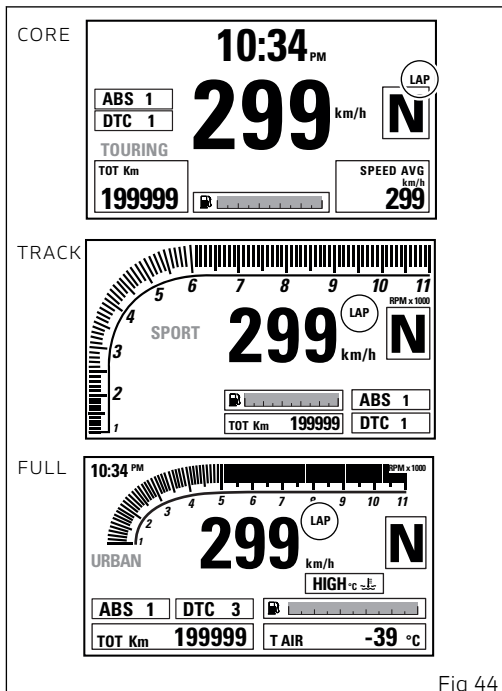


Fig 44

Infotainment

Monster 821 can be fitted with the Ducati Multimedia System (DMS), thanks to which the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.

The instrument panel displays the Infotainment function status: Bluetooth activation and any connected devices (smartphone, earphones, navigator).

When the Bluetooth is active, the main screen displays the Bluetooth icon (A).

Moreover, in the FULL and CORE layouts, the Infotainment functions are visible within the dedicated menus (B).

In the TRACK layout, the Infotainment functions concerning player are not visible on the instrument panel, but calls can nevertheless be answered/rejected/terminated using the function buttons.



Attention

All data concerning the Infotainment (Player, access to Contact List, Name of devices, etc.) are managed for use of Western character sets.

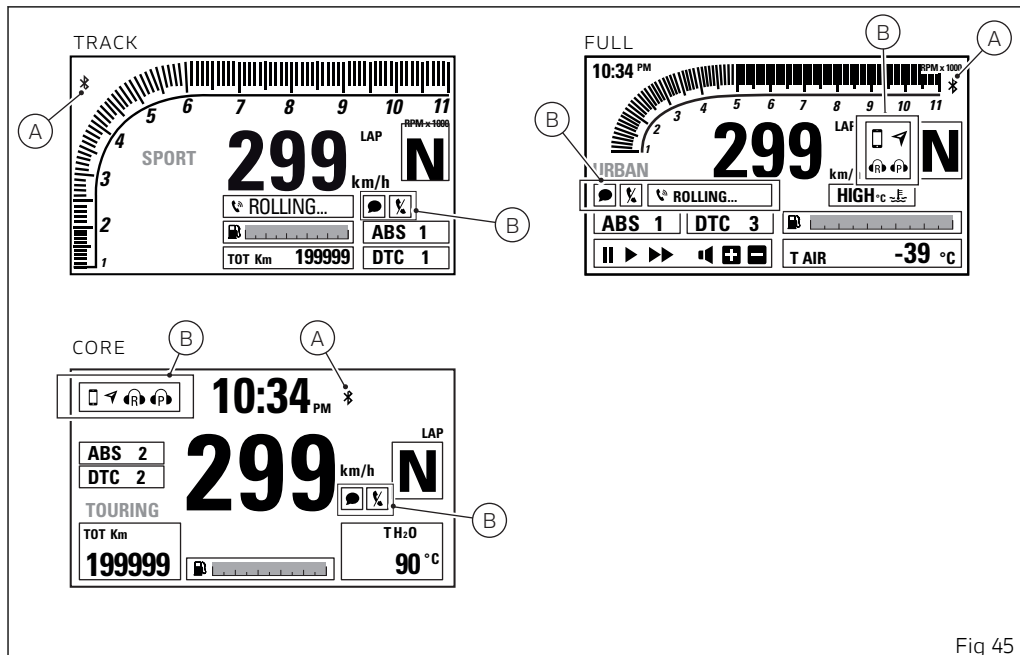
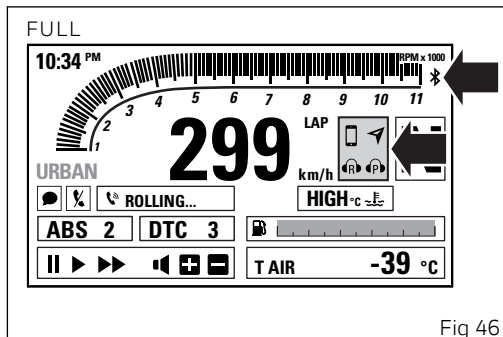


Fig 45

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as smartphone, rider and passenger helmet earphones, Ducati GPS navigator. It is possible to connect up to a maximum of 4 devices.



Phone

Use the PHONE function:

- to manage incoming calls by means of button (1) and button (2);
- to recall the last calling number within 5 seconds from call interruption (RECALL function).

To activate the Recall function within the 5 seconds, press button (1).



Note

It is not possible to make a call by selecting the name/number from the contact list through the function buttons.

When there is an incoming call (B) the blue color filling the rectangle is flashing; while, when you answer the call, the blue background stops flashing. If there is an incoming call while the Player (A) is active, the latter is paused throughout the phone call and will resume operation when call is over.

To answer the call, press button (1).

To end the call, press button (2).

During 5 seconds after hang-up, the rectangle corresponding to the Recall function (C) is activated to allow the recall.

After this 5 second time, the rectangle for the recall function is disabled.

FULL

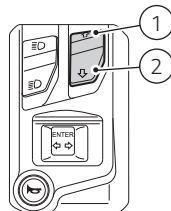
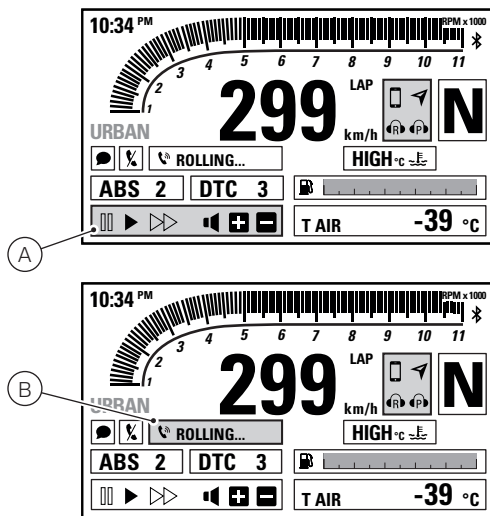


Fig 47

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed (timed).

In case there is at least one SMS/MMS/EMAIL not read from the moment the smartphone is connected to the bike to the moment it is disconnected, the unread message symbol will be displayed. The number of unread messages is not displayed.

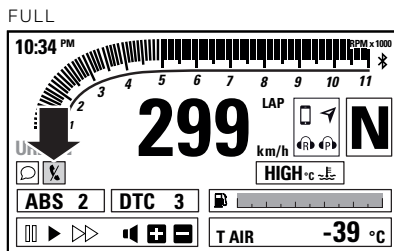


Fig 48

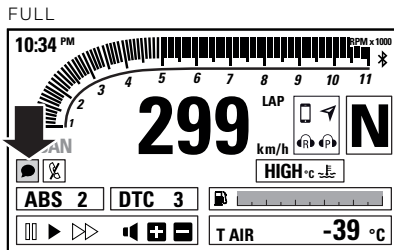


Fig 49

Player

The Player can be activated only in FULL or CORE riding mode.

If at least one Smartphone device is connected (blue icon on main screen), Menu 1 in the FULL and CORE layouts will include PLAYER OFF option.

The Player is activated by pressing button (4).

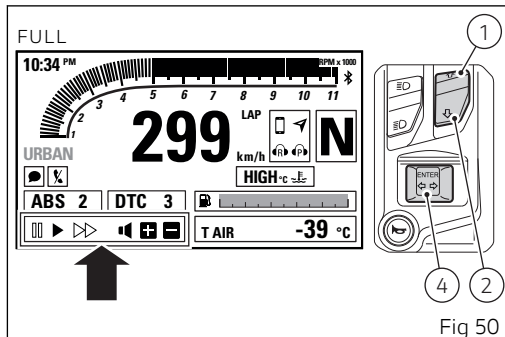
On instrument panel, Menu 1 includes PLAYER ON option and the Player controls are activated. To access the player controls, keep button (4) pressed for 2 seconds. When the Player is turned on, button (1), button (2) and button (4) can only be used to control the PLAYER.

If the Player is ON, but instrument panel is not receiving track name, it pauses the track being played and the message "NOT AVAILABLE" is displayed within the track name box.



Important

The Player function can not be activated through Menu 1 when a call is incoming, in progress or in recall.



Adjust volume as follows:

- increase volume: press button (1);
- decrease volume: press button (2).

The Player can be cyclically set to pause/play by pressing button (4) for 2 seconds.

It is possible to skip to next track, pressing button (4): system will skip forward once every time button is pressed.

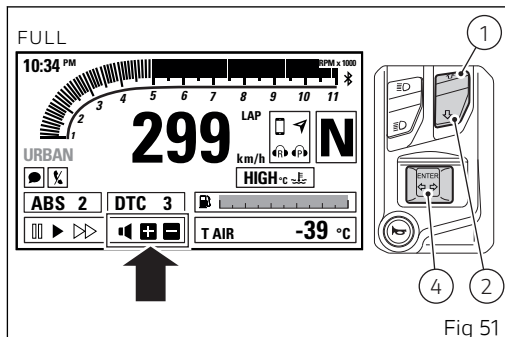


Fig 51

Press button (2) for 2 seconds to quit Player controls: PLAYER ON message remains displayed but player graphics are no longer displayed.

After quitting player controls, press button (4) to turn player off: PLAYER OFF message will be displayed.

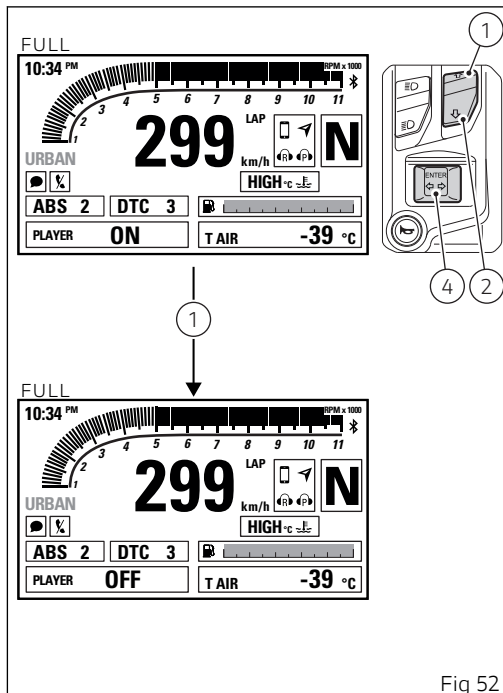


Fig 52

F.A.Q.

1) Why don't I receive any notification of received e-mails?

E-mails are notified only if configured on the telephone source application. Check also that your phone supports the MAP profile.

If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to message notifications.

2) Why don't I receive any notification of received messages?

Check that your phone supports the MAP profile. If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to message notifications.

3) Earphones do not connect. Why?

If they have been already paired once, we recommend resetting the earphones and pair them again with the motorcycle (see earphones instruction manual).

4) When I receive a call, the instrument panel displays the caller number but not the name (despite being saved in the contact list).

Check that the phone supports the PBAP profile. If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to the phone contact list.

5) By activating the Player through the instrument panel, music does not start.

The activation depends on the phone settings. In this case, after activating the Player through the instrument panel, also start the music application on your Smartphone.

6) It happens that the music is played with continuous interruptions.

If the devices have just been connected, it may be that the Bluetooth control unit is still completing the connection phase with the concerned devices. It is furthermore necessary to activate the PBAP and MAP profiles. Therefore, in case of iOS, please refer to point 7). In case of Android, please refer to points 2)4)

7) I do not receive any message notification on my iPhone. Why?

Select Bluetooth in the Setting Menu. In the list "My devices" select "i" next to "Ducati Media System". Flag "Show notifications".

Service warning (SERVICE)

This indication shows the user that the bike is due for service and must be taken to a Ducati Authorized Service Center.

The service warning indication can be reset only by the Authorized Ducati Service Center during servicing.

Icons are displayed according to the Warnings/Alarms displaying rules ("page 108").



Note

Shown display mode is the FULL layout, icon indication procedure is the same for the CORE and TRACK modes.

FULL

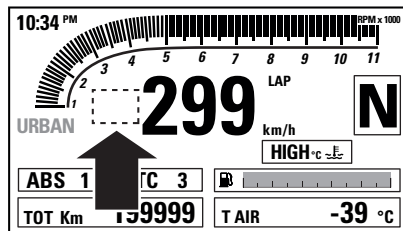
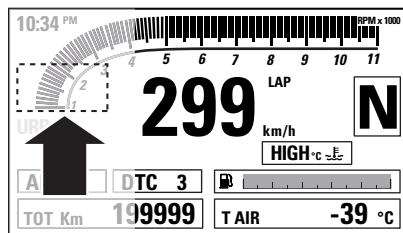


Fig 53

OIL SERVICE zero warning

The first service warning is the OIL SERVICE zero (red icon) and is triggered upon every Key-On for 5 seconds, as soon as the odometer reaches the first 1000 km (600 mi). Warning is displayed in the "large" size and then continues being displayed in the small size until "Reset" by the Ducati authorized service center, during maintenance.

Icons are displayed according to the Warnings/Alarms displaying rules ("page 108").



Note

Shown display mode is the TRACK layout, icon indication procedure is the same for the CORE and FULL modes.

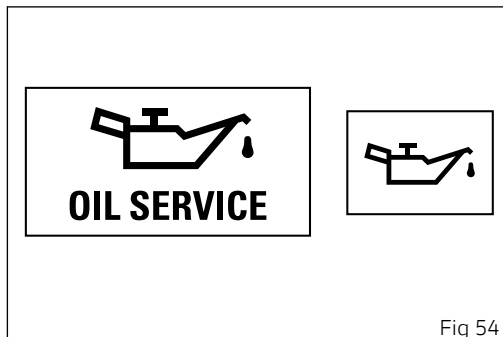


Fig 54

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE COUNTDOWN indication

After Oil Service zero indication first reset (at 600 mi - 1,000 km), the instrument panel activates the following indications in yellow for 5 seconds upon Key-ON:

- the count of the mileage in miles (kilometers) remaining before the next OIL SERVICE (A) 600 mi (1000 km) earlier than the service threshold;
- the count of the days remaining before the next ANNUAL SERVICE (B) 30 days earlier than the service threshold;
- the count of the mileage in miles (kilometers) remaining before the next DESMO SERVICE (C) 600 mi (1000 km) earlier than the service threshold.

To know exactly the kilometers left before the service threshold or maintenance date, it is possible to access the Setting menu and select the "SERVICE" page 181 function.

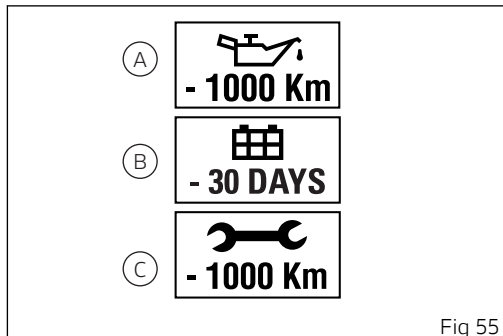


Fig 55

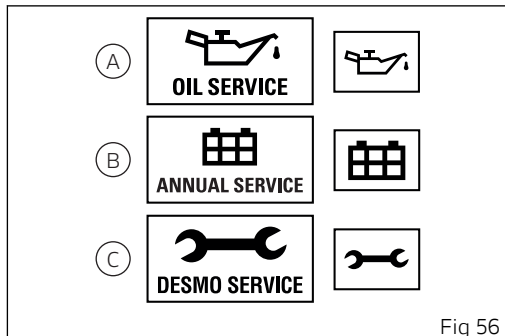
OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE indication

When the service threshold is reached, the warning for the type of service required is triggered:

- Oil Service (A):
- Annual Service (B);
- Desmo Service (C).

The red icon of the due service is triggered upon every Key-On for 5 seconds and is displayed in the "large" size, and then continues being displayed in the small size until "Reset" by the Ducati authorized service center, during maintenance.

To know the kilometers left before the service threshold or maintenance date, access the Setting menu and select the "SERVICE" page 181 function. Icons are displayed according to the Warnings/Alarms displaying rules ("page 108").



Warnings/Alarms (WARNING)

The instrument panel manages several warnings / alarms (warnings), in order to give useful information to the rider when he/she is using the vehicle.

Upon Key-On, if there are active warnings the instrument panel displays the indication of the present warnings.

During normal vehicle operation, when a warning is triggered the instrument panel automatically displays the warning. When a warning is triggered, the indication remains well visible for 5 seconds ("large" icon) then becomes smaller ("small" icon).

If several live warnings are present, the corresponding icons will be displayed one after the other and every one will stay on for 3 seconds.

No special signal light turns on if any warning is activated.

High coolant temperature (High temperature)

This function warns the rider when the engine coolant temperature reaches 250°F (121°C).

Note

In this case, Ducati recommends stopping and shutting off the engine immediately; ensure that fans are on.

Note

Shown display mode is the TRACK layout, icon indication procedure is the same for the CORE and FULL modes.

TRACK

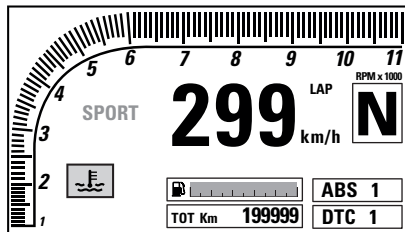
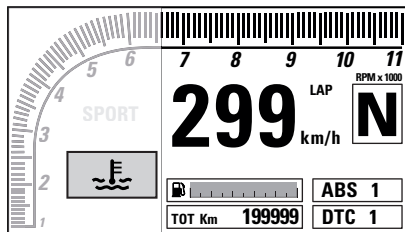


Fig 57

Ice

This function warns the rider about the possible presence of ice on the road, due to a low external temperature.

The message is displayed when the temperature goes down to 39°F (4°C), and is disabled when temperature goes up to 43°F (6°C).

Attention

This warning does not exclude the possibility of icy road sections even at temperatures above 39°F (4°C); when external temperatures are "low" it is always recommended to ride carefully, particularly on sections that are not exposed to the sun and/or on bridges.

Note

Shown display mode is the TRACK layout, icon indication procedure is the same for the CORE and FULL modes.

TRACK

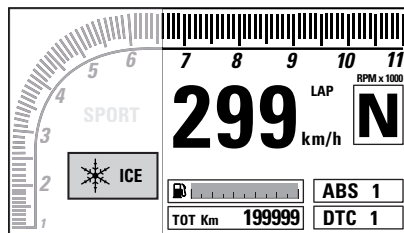


Fig 58

Date setting

This function prompts the user to enter the date via the Setting Menu.



Note

In this case Ducati recommends to stop and enter the calendar date using the function "DATESET".

TRACK

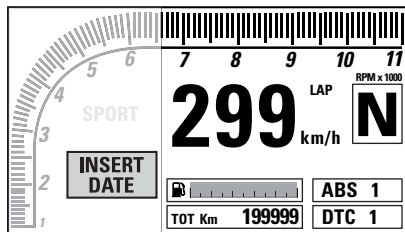


Fig 59

Low battery indication (LOW Battery)

This function warns the user that the status of the vehicle battery is low.

Warning is activated when battery voltage is approx. lower than/equal to 11.0 Volt.



Note

In this case, Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.

TRACK

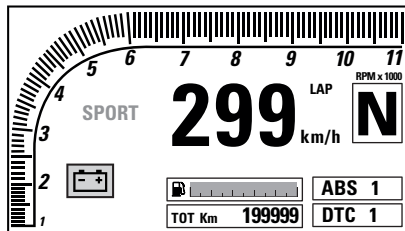
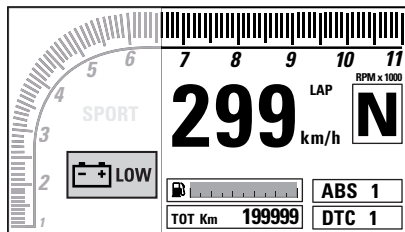


Fig 60

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal vehicle behavior in real time.

Upon Key-On, in case of errors, the instrument panel turns on the MIL light (B) (in case of errors directly connected to the engine control unit) or the Generic Error light (A) (in case of any other errors).

During normal operation, when an error is triggered, the instrument panel turns on the MIL light (B) or the Generic Error light (A).



Attention

When one or more errors are displayed, always contact a Ducati Dealer or Authorized Service Center.

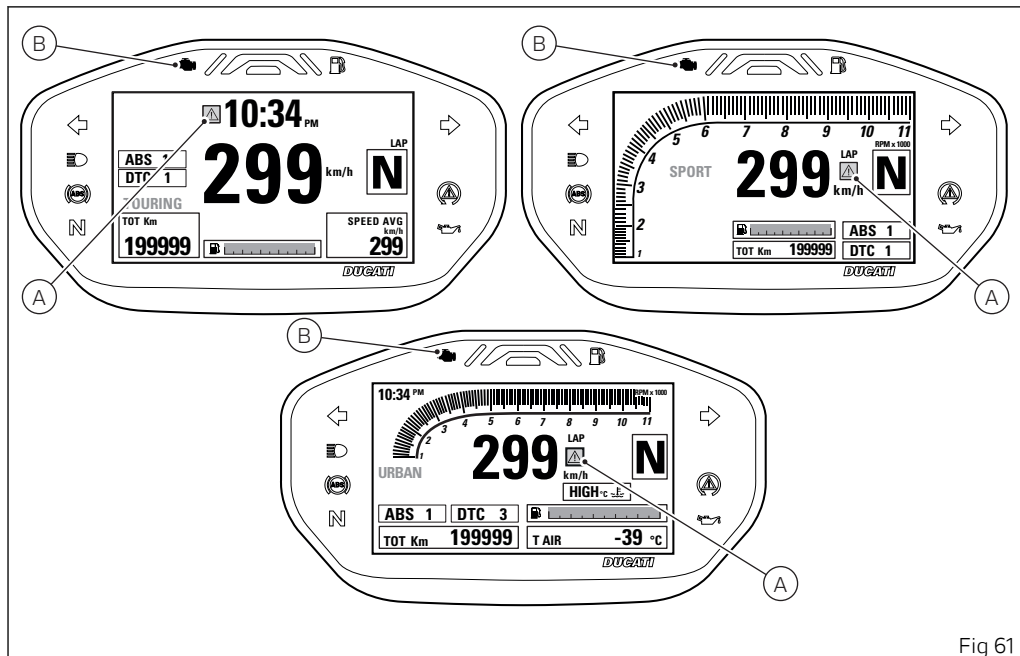


Fig 61

Viewing side stand status

The instrument panel shows the side stand status and if side stand is down/open, the icon SIDE STAND is displayed on a red background.

In case of side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light on.

If the instrument panel does not receive the side stand status, the SIDE STAND indication (open side stand) will flash to indicate an indefinite status.



Note

With side stand down and gear engaged it is not possible to start the motorcycle. If you start with gearbox in neutral and then engage a gear with side stand down, the motorcycle turns off.

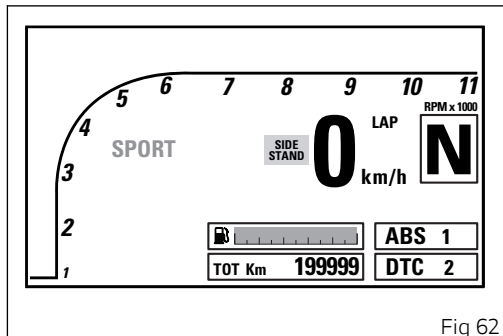


Fig 62

Setting menu

This menu allows enabling, disabling and setting some vehicle functions.

To enter the Setting Menu hold button (2) for three seconds, with Key-On and vehicle actual speed $\leq$ (lower than or equal to) 3 mph (5 km/h): once inside this menu, you may no longer view any other function.

The Setting MENU displays the following functions:

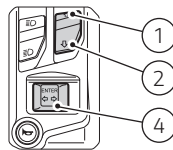
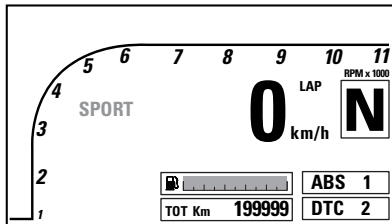
- RIDING MODE
- DISPLAY
- PIN CODE
- LAP
- UNIT SETTING
- DATE & CLOCK
- BLUETOOTH
- SERVICE
- INFO
- TIRE SETTING



Important

For safety reasons, you are recommended to use this Menu with the bike at a standstill.

TRACK



MENU

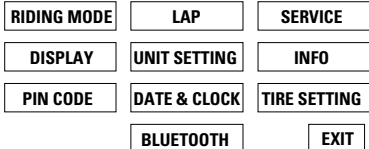


Fig 63

Press buttons (1) and (2) to highlight the customizable parameters one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. After highlighting the required parameter, press button (4) to open the corresponding menu page. If function is not available or temporarily disabled, the menu page can not be opened. To exit the Setting Menu, highlight "EXIT" and press CONFIRM MENU button.

Customizing the Riding Mode (RIDING MODE)

All settings of every riding mode can be customized. Enter the Setting Menu.

Select "RIDING MODE" option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2). Once desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customization Menu. While if you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

The parameters that can be customized for every riding mode are the following:

- ABS
- DTC
- ENGINE
- DEFAULT

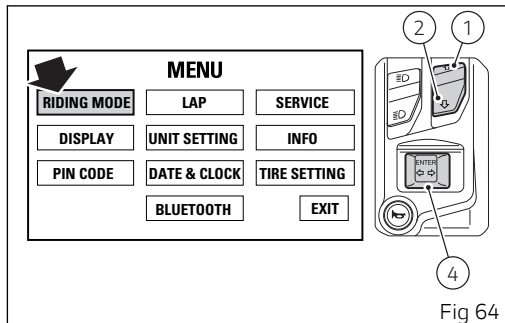


Fig 64

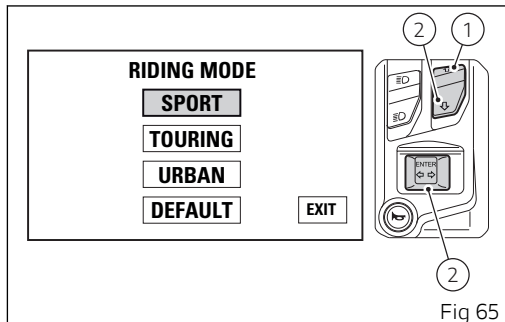


Fig 65

Press buttons (1) and (2) to highlight the customizable parameters one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. After highlighting the required parameter, press button (4) to open the corresponding menu page. Any parameter change made is saved and remains in the memory also after a Battery-Off. The parameters set by Ducati for each individual riding style can be restored with the DEFAULT function. If you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.



Attention

Changes should only be made to the parameters by people who are experts in motorcycle setup; If the parameters are changed accidentally, use the "DEFAULT" function to reset the parameters.

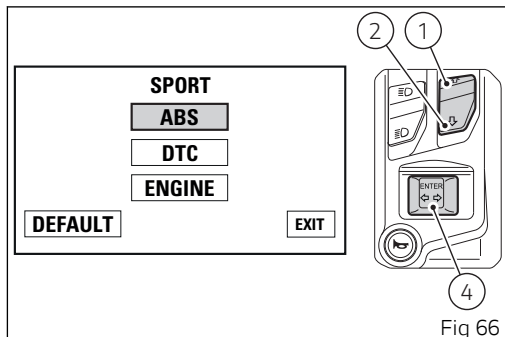


Fig 66

Customizing the Riding Mode: ABS adjustment

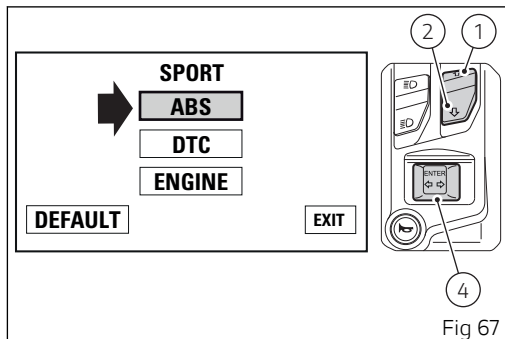
This function disables or sets ABS level for the selected riding mode. Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2).

Once desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customization Menu. Select the parameter to be customized (ABS), by pressing button (1) or (2).

Once desired parameter is highlighted, press CONFIRM MENU button (4).



When you open the function, the currently set ABS level or status is shown on the left (e.g.: ABS 1). Customization options are listed in the middle: levels from 1 to 3.

Press buttons (1) and (2) to highlight the levels one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

Once desired level is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for one second, the set level or status will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green.

To exit the menu and go back to previous page, select EXIT and press button (4).

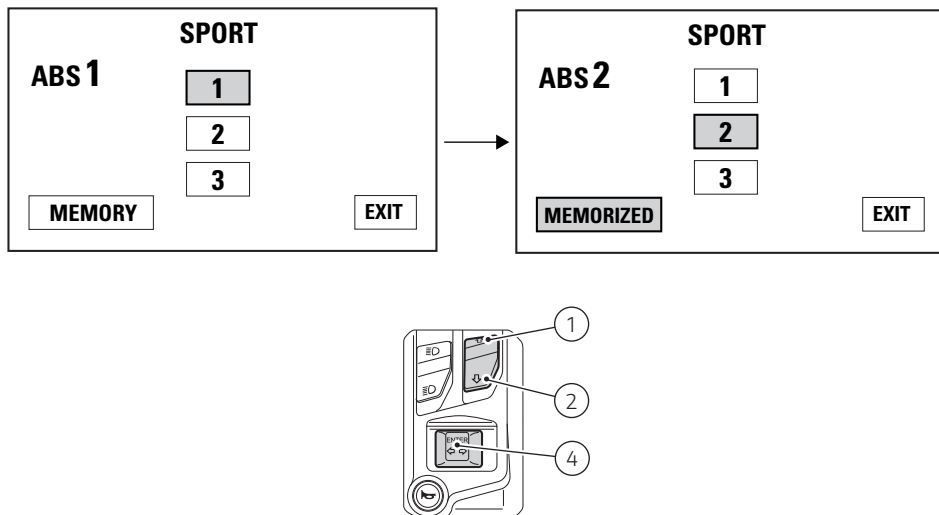


Fig 68

Customizing the Riding Mode: setting the DTC level

This function disables or sets DTC level for the selected riding mode.

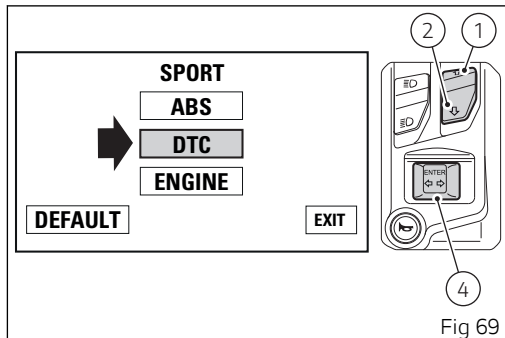
Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2).

Once desired mode is highlighted, press CONFIRM MENU button (4).

You open the selected riding mode customization Menu.



When you open the function, the currently set DTC level or status is shown on the left (e.g.: DTC 3). Customization options are listed on the middle: levels from 1 to 8 and status OFF. Select the parameter to be customized (DTC) by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4). To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange.

If new settings have been saved, MEMORIZED will be shown in green for one second, the set level or status will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green. To exit the menu and go back to previous page, select EXIT and press button (4).

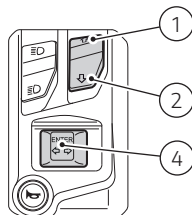
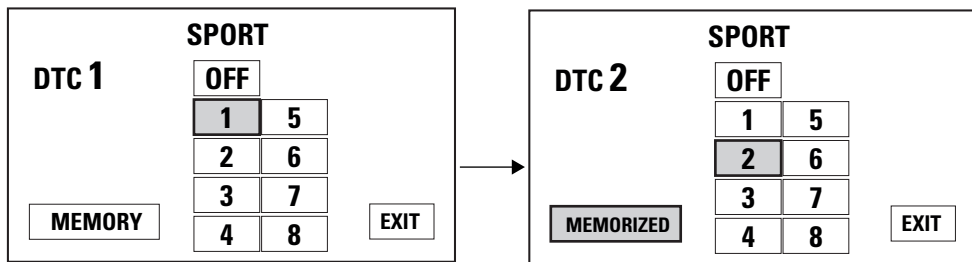


Fig 70

Customizing the Riding Mode: engine adjustment

This function customizes engine power associated with each riding mode.

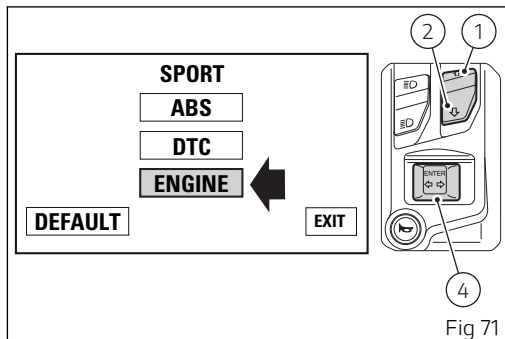
Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4). You open the "RIDING MODE" menu.

Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2). Once desired mode is highlighted, press CONFIRM MENU button (4).

You open the selected riding mode customization Menu.

Select the parameter to be customized (ENGINE) by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).



When opening this function, the currently set engine power is shown on the left (e.g.: ENGINE HIGH). Customization options are listed in the middle:

- HIGH.
- MEDIUM
- LOW.

Press buttons (1) and (2) to highlight the engine power values one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

Once desired engine power is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange.

If new settings have been saved, MEMORIZED will be shown in green for one second, the set engine power will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green.

To exit the menu and go back to previous page, select EXIT and press button (4).

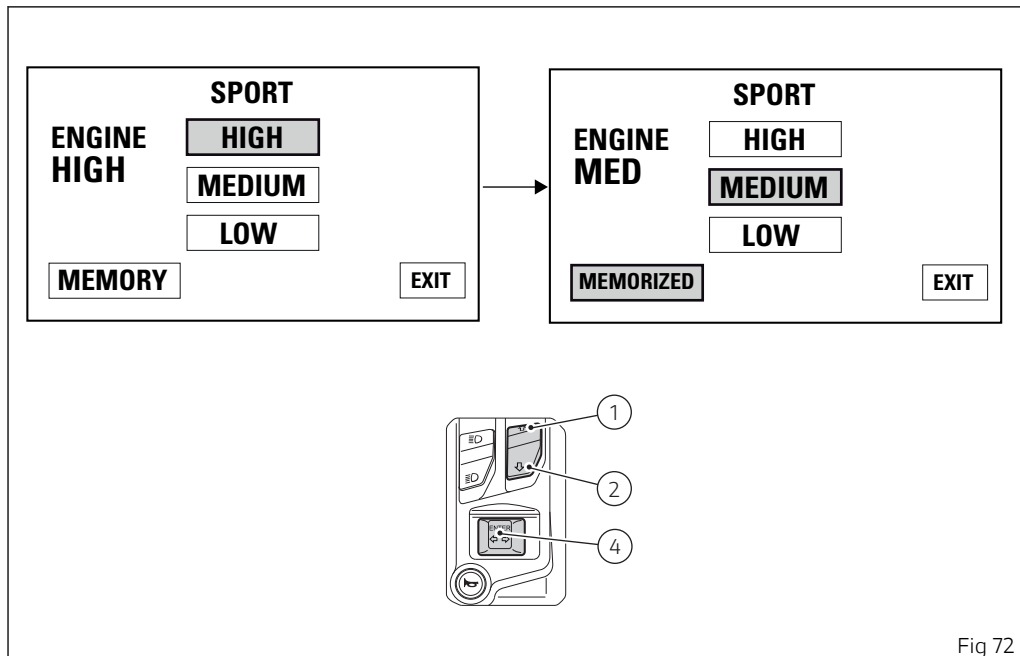


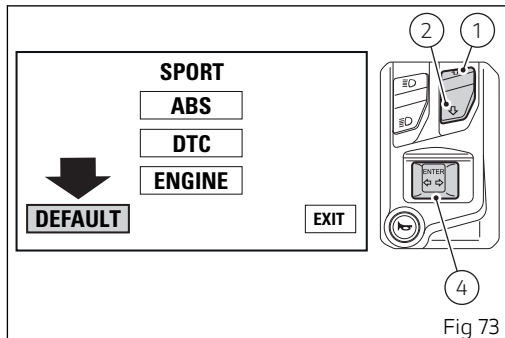
Fig 72

Customizing the Riding Mode: restoring default settings

Restoring default settings for every single riding mode

It is possible to reset the default parameters for every single riding mode or for all riding modes at once.

This function allows restoring the default values set by Ducati for the parameters relating to each riding mode. Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING or URBAN), by pressing button (1) or (2). Once desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customization Menu. Select the parameter to be customized (DEFAULT) by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4) for 2 seconds.



To restore parameters, the system needs three seconds; meanwhile, PLEASE WAIT... indication is displayed.

Once procedure is completed, the display shows DEFAULT OK for two seconds to confirm that parameters have been reset to factory settings. The display then goes automatically back to the Riding mode customization menu page, highlighting EXIT option.

To exit the menu and go back to Setting Menu main page, select EXIT and press button (4).

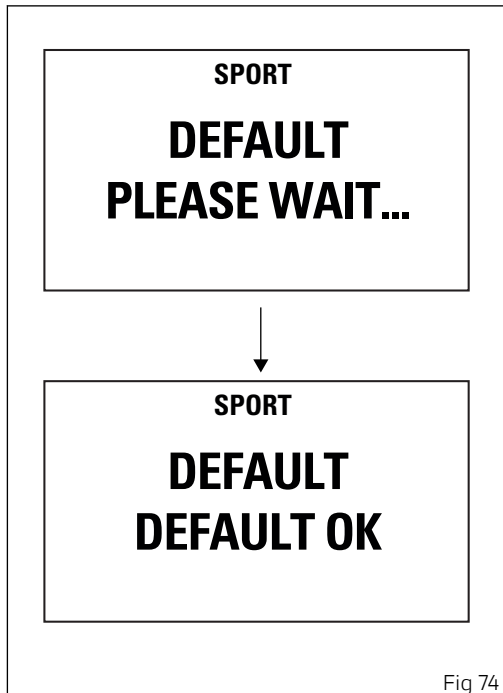
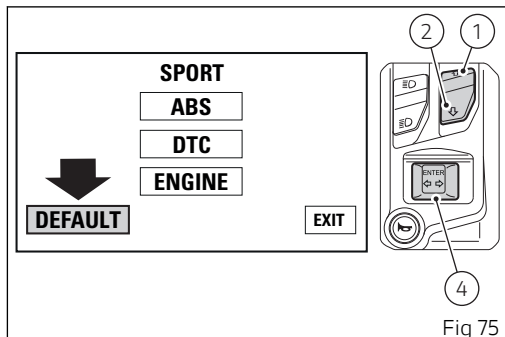


Fig 74

Restoring default settings for all riding modes at once

This function allows restoring the default values set by Ducati for the parameters relating to all riding modes. Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "RIDING MODE" menu. Select by pressing button (1) or (2) and press CONFIRM MENU button (4) for 2 seconds.



To restore parameters, the system needs three seconds; meanwhile, PLEASE WAIT... indication is displayed.

Once procedure is completed, the display shows DEFAULT OK for two seconds to confirm that parameters have been reset to factory settings. The display then goes automatically back to the Riding mode customization menu page, highlighting EXIT option.

To exit the menu and go back to Setting Menu main page, select EXIT and press button (4).

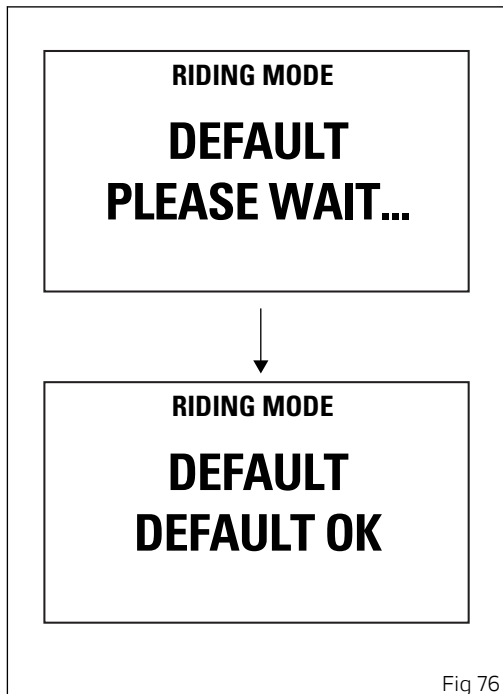
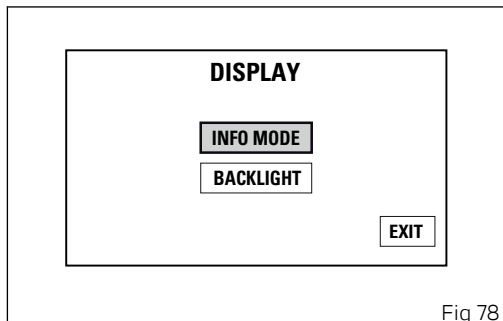
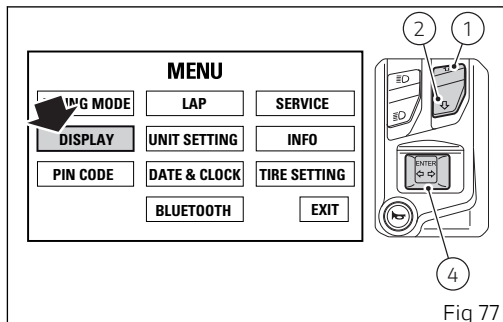


Fig 76

Display mode setting

The display mode can be customized by selecting one of the three available display modes: CORE, FULL and TRACK. Every mode is associated to a Riding Mode and in "Default" mode, when the Riding Mode changes, also the display mode changes. "Urban" Riding Mode is associated to the "Core" mode, "Touring" Riding Mode to the "Full" mode and "Sport" Riding Mode to the "Track" mode. Nevertheless, it is possible to select a specific display mode so that the instrument panel layout stays the same, regardless of the selected Riding Mode.

Enter the Setting Menu. Select "DISPLAY" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). Select "INFO MODE" option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).



When opening this function, the currently set display mode is shown on the left. The possible display layouts are shown in the middle: CORE, FULL, TRACK, DEFAULT.

Select the desired display mode (CORE, FULL or TRACK), by pressing button (1) or (2). Once mode is highlighted, press CONFIRM MENU button (4). The selected option is stored, current mode indication is refreshed and the EXIT option is automatically highlighted. Press button (4) to go back to previous display mode.

By selecting the "DEFAULT" layout, the instrument panel will apply to each selected Riding Mode the default display layout. While if you select a specific display layout, this will be kept regardless of the selected Riding Mode.

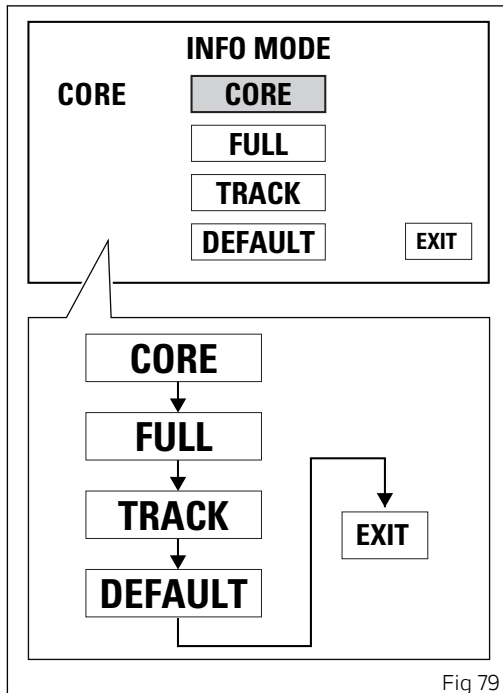
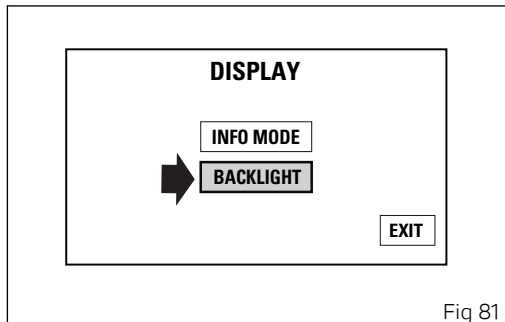
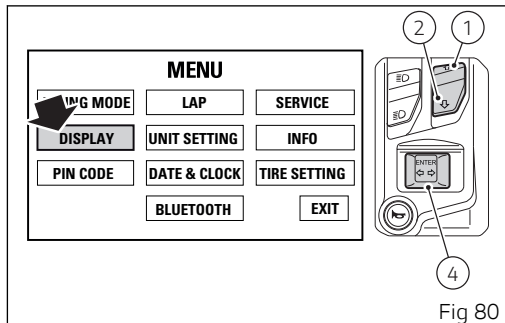


Fig 79

Display backlighting setting

This function allows the user to choose the background of the instrument panel.

Enter the Setting Menu. Select "DISPLAY" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). Select "BACKLIGHT" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).



When opening this function, currently set background status is shown on the left. The possible background settings are shown in the middle: DAY, NIGHT, AUTO

Press buttons (1) and (2) to highlight the instrument panel backlighting options one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Once desired backlighting option is selected, press CONFIRM MENU button (4) to confirm. The instrument panel immediately activates the selected backlighting and highlights the corresponding option.

Selecting the DAY option you permanently activate the display "white" background to improve the readout view: recommended with strong external light.

Selecting the NIGHT option you permanently activate the display black background for a dimmed readout view: recommended with poor external light and/or darkness.

Selecting the AUTO option (automatic mode) the color of the background is automatically adjusted according to the external lighting conditions (as detected by a sensor).

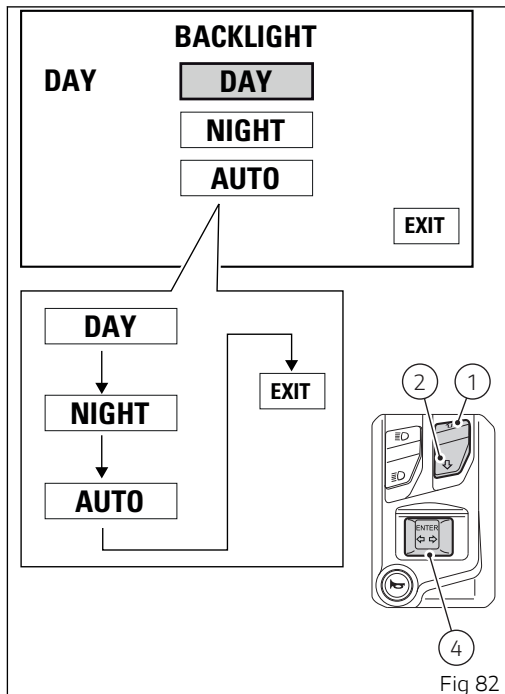


Fig 82

If the external lighting is strong, the display will switch to white background; if the external lighting is poor, the display will switch to black background. To exit the menu and go back to previous page, select EXIT and press button (4).

PIN CODE

This function makes it possible to temporarily turn on the motorcycle if the Immobilizer system is not working.

The PIN CODE is initially not present in the vehicle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the vehicle cannot be started temporarily in the case of a malfunction. To activate this function, refer to "Entering the PIN CODE" procedure.

To change the PIN refer to "Changing the PIN CODE" procedure.

In order to temporarily start the vehicle in case of malfunction of the Immobilizer system, please refer to the Vehicle Release procedure.



Attention

The motorcycle owner must activate (store) the PIN code; if there is already a stored PIN, contact an Authorized Ducati Dealer to have the function "reset". To perform this procedure, the Authorized Ducati Dealer may ask you to demonstrate that you are the owner of the motorcycle.

Entering the PIN CODE

To activate the PIN CODE function and enter your own PIN CODE you must open the Setting Menu. Select "PIN CODE" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the "PIN CODE" menu.

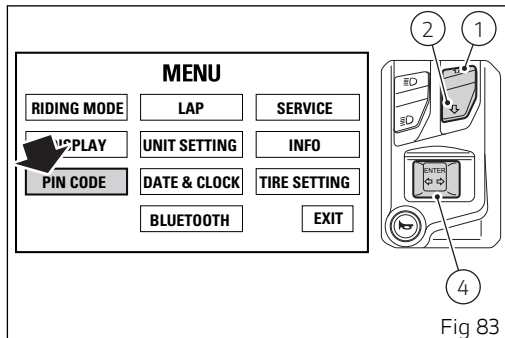


Fig 83

When accessing the function, "INSERT PIN CODE" with four dashes " - - - -" below highlighted in green will be displayed.

Entering the code:

- 1) Press button (4), only one digit is highlighted in green indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

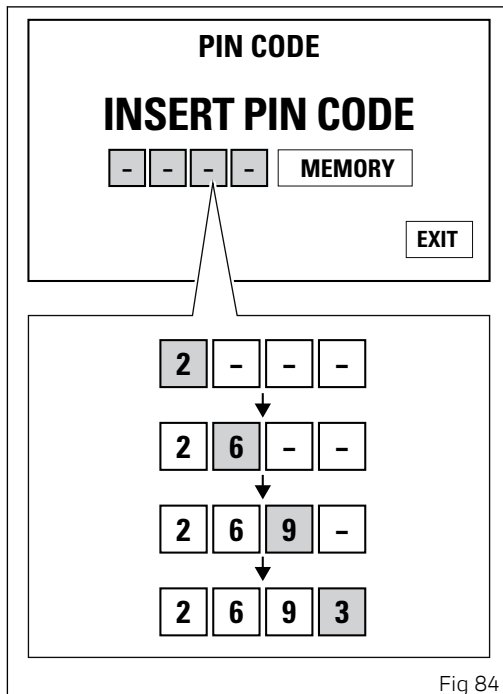


Fig 84

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights MEMORY item.

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If settings have been saved, MEMORIZED will be shown in green for 1 second, and then the EXIT item will be highlighted in green.

Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE. The page for entering the very first PIN CODE is active and available again only in case the PIN CODE function is reset (but this is only possible at a DUCATI Authorized Service Center).

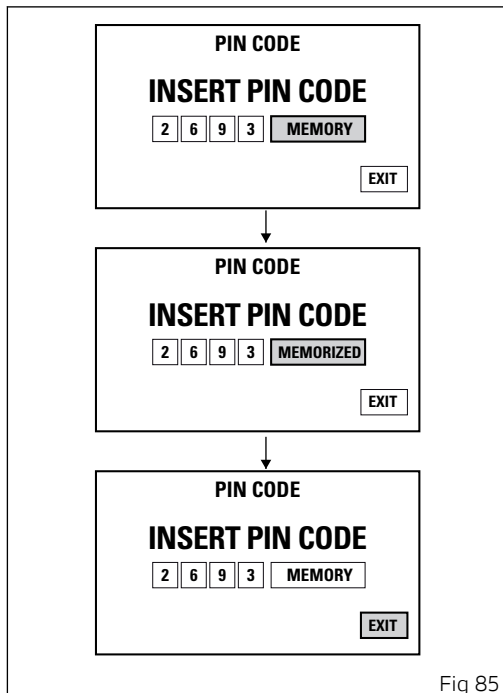


Fig 85

Changing the PIN CODE

To change the existing PIN CODE and activate a new one, you must open the Setting Menu.

Select "PIN CODE" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "PIN CODE" menu. When accessing the function, OLD CODE with four dashes "- - - -" will appear on the display highlighted in green with NEW CODE in line below.

Entering the "old" code:

- 1) Press button (4), only one digit is highlighted in green indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

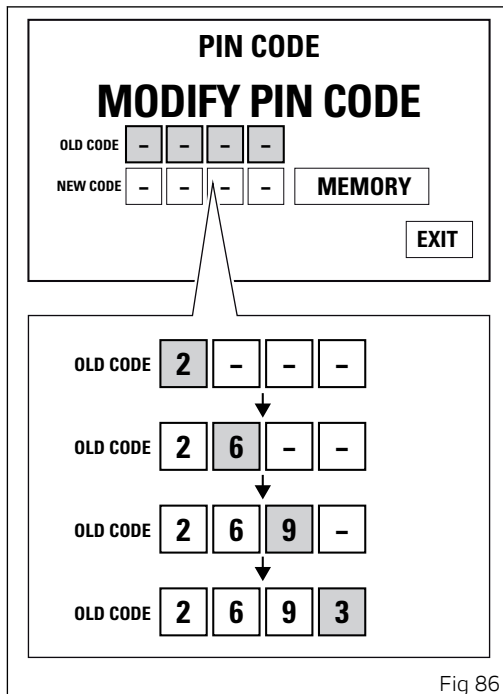


Fig 86

When you press button (4) to confirm the fourth and last digit:

- if the PIN is not correct, the instrument panel displays **WRONG** for 3 seconds and then highlights the string of four dashes "----" for the OLD PIN to allow you to try again;
- if there is a problem during the PIN check, the instrument panel displays **ERROR** for 3 seconds and then highlights the **EXIT** item;
- if the PIN code is correct, the instrument panel displays **CORRECT** for 3 seconds and then highlights the string of four dashes "----" of the **NEW PIN**.

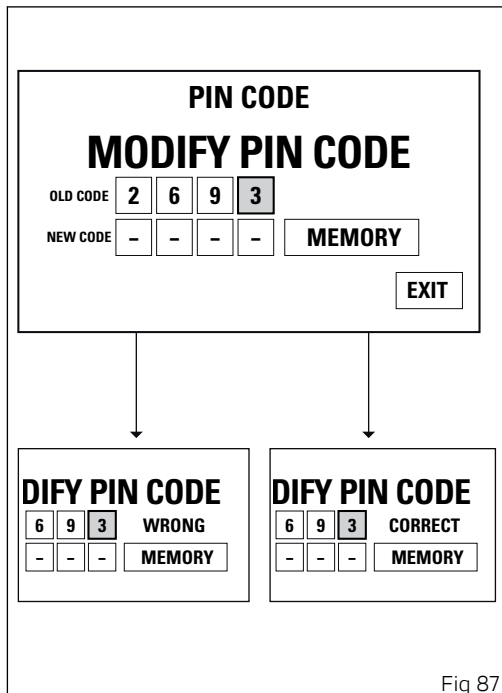


Fig 87

Entering the "new" code:

- 1) Press button (4), only one digit is highlighted in green indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4)

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

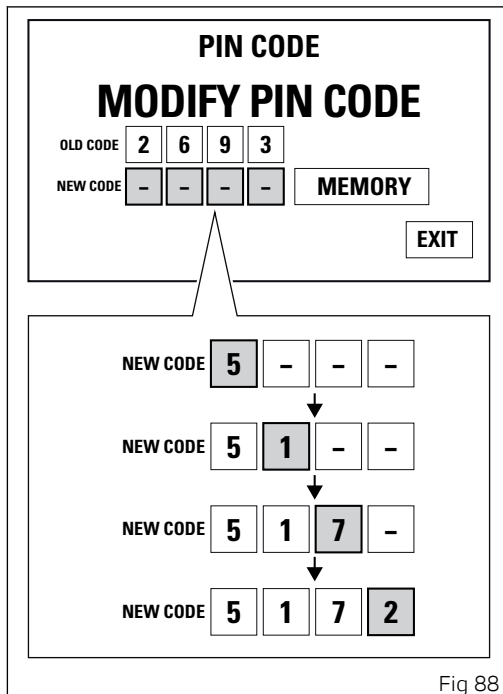


Fig 88

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights MEMORY item.

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange.

If settings have been saved, MEMORIZED will be shown in green for 1 second, and then the EXIT item will be highlighted in green.

If settings have not been saved, the instrument panel highlights again the string of four dashes "- - - -" of the NEW PIN to allow the rider to try again and enter a new code.

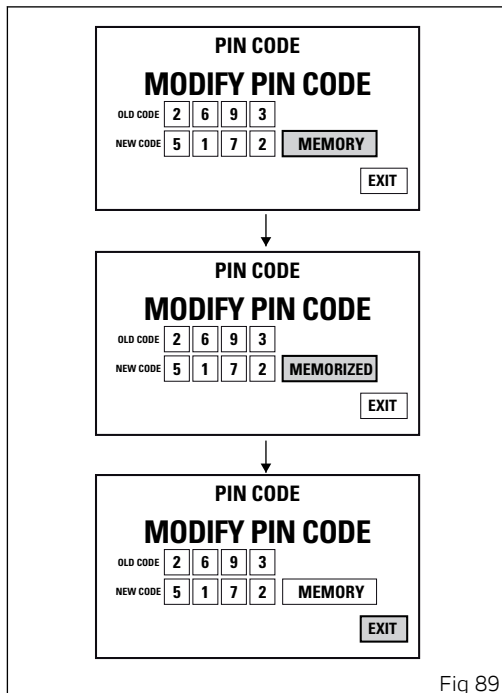


Fig 89

LAP

To open the LAP function menu, enter the Setting Menu. Select LAP option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the LAP Menu.

The menu allows you to:

- disable the LAP function using the OFF button;
- enable the LAP function using the ON button;
- view previously recorded LAPs ("LAP recording" function) using the LAP DATA button;
- delete recorded LAPs using the ERASE ALL button.

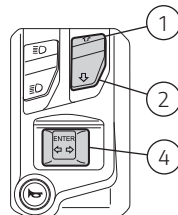
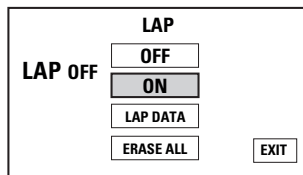
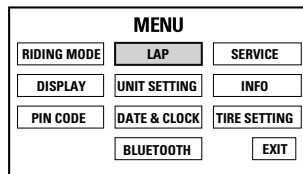


Fig 90

Displaying the stored LAPs

To view the stored LAPs, you must enter the LAP menu.

Select "LAP DATA" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

When you enter the function, the following is displayed:

- LAP indication followed by the number of the LAP (e.g.: LAP 01);
- TIME indication followed by the recorded lap time;
- SPEEDMAX indication followed by the top speed recorded during the lap;
- RPMMAX indication followed by the RPM value recorded during the lap.

Press buttons (1) and (2) to highlight stored LAPs one by one; in particular: use button (2) to view next lap (laps are displayed in increasing order, i.e. LAP 01 ... LAP 02 ... LAP 03 LAP 30), and then highlight EXIT; use button (1) to view the previous lap (laps are displayed in decreasing order, i.e. LAP 30 ... LAP 29 ... LAP 28 LAP 01), and then highlight EXIT.

To exit the menu and go back to previous page, select EXIT and press button (4).



Note

The MAX stored speed is reached during lap (increased by 5%).



Note

If the memory is empty, the display shows the lap timer reading "-.-.-.-", MAX RPM = ----- and MAX speed = -----.

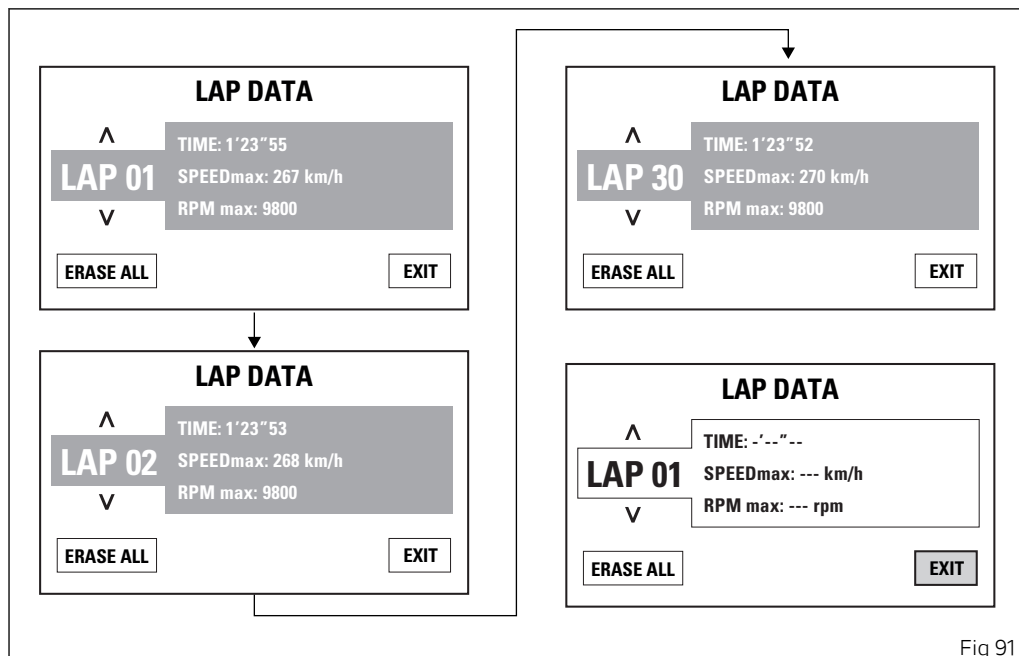


Fig 91

Erasing stored LAPs

To delete the stored LAPs, you must enter the LAP menu.

LAPs can be erased from the LAP menu or from the LAP viewing page (LAP DATA).

Select "ERASE ALL" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

User must confirm deletion by pressing button (4) for 3 seconds.

After 3 seconds, the instrument panel will display the indication:

- ERASE LAP PLEASE WAIT... for 3 seconds;
- ERASE OK for 2 seconds to inform about the result of the deletion process.

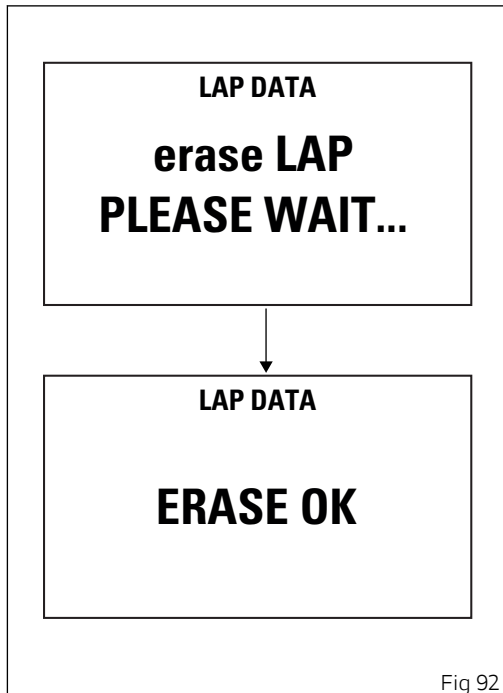


Fig 92

Deletion is one single command that erases all stored laps.

After deletion, the Laps 01 to 30 are displayed with all parameters showing an indefinite value "-" (time = -'--"--, rpm = -----, speed = ----).

To exit the menu and go back to previous page, select EXIT and press button (4).

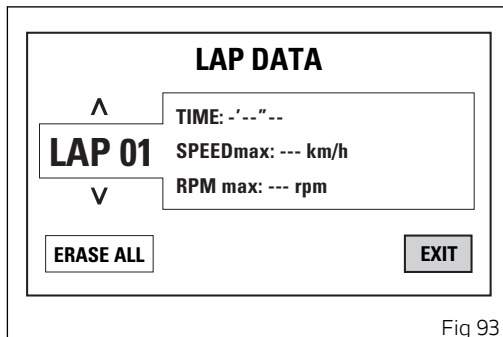


Fig 93

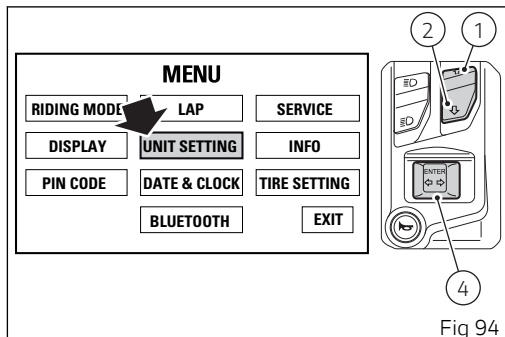
Setting the unit of measurement

This function allows you to change the units of measurement of the displayed values, regardless of the Country configuration.

To manually set the units of measurement, you must enter the Setting Menu.

Select "UNIT SETTING" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

You enter the "UNITS SETTING" menu.



When you enter the function, the list of items for which unit of measurement can be set is shown on the left:

- SPEED;
- TEMPERATURE;
- fuel consumption (CONSUMPTION);
- reset to automatic settings (DEFAULT).

To exit the menu and go back to previous page, select EXIT and press button (4).

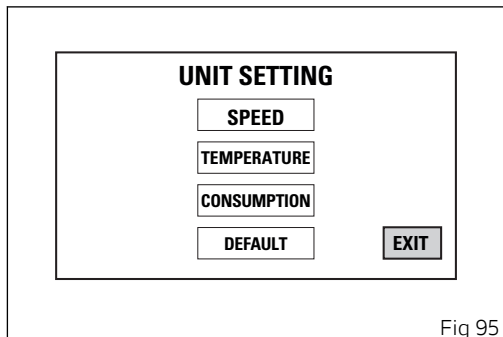


Fig 95

Setting the unit of measurement: Speed

This function allows you to change the speed measurement units (and therefore those of distance traveled).

You open the "UNITS SETTING" menu, as described in the previous pages. Select "SPEED" option, by pressing button (1) or (2).

Once function is highlighted, press button (4). You open the "SPEED" menu.

When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: mph, km/h.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the button (4) to confirm: the selected unit is stored and the EXIT option is highlighted.

The selected unit of measurement will be used by the instrument panel for the following indications:

- Vehicle speed and Average speed (mph or km/h);
- Odometer, Trip1, Trip2 and Trip Fuel (mi or km).

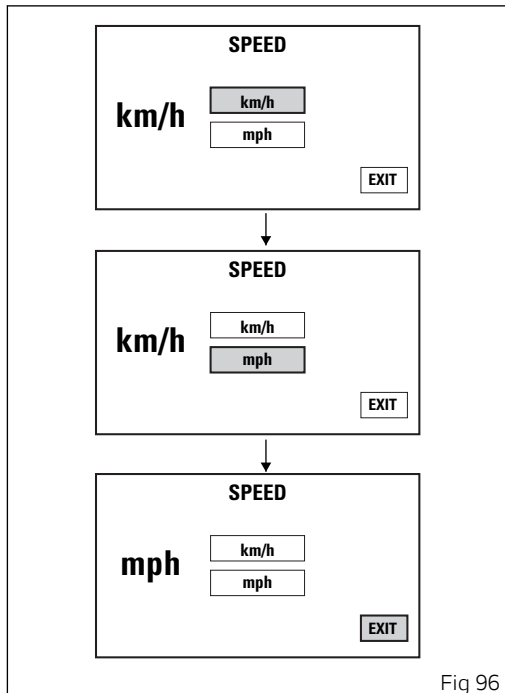


Fig 96

Setting the unit of measurement: Temperature

This function allows you to change the units of measurement of the temperature.

You open the "UNITS SETTING" menu, as described in the previous pages. Select "TEMPERATURE" option, by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the "TEMPERATURE" menu. When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: °C, °F.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the button (4) to confirm: the selected unit is stored and the EXIT option is highlighted.

The selected unit of measurement will be used by the instrument panel for the following indications:

- Engine coolant temperature and Ambient air temperature.

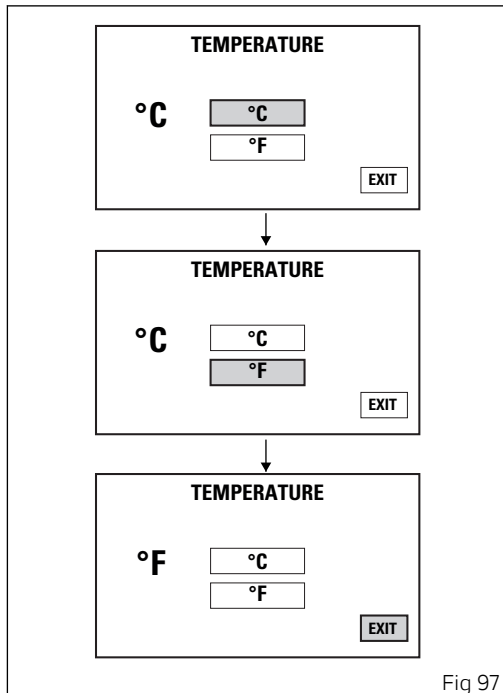


Fig 97

Setting the unit of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.

You open the "UNITS SETTING" menu, as described in the previous pages. Select "CONSUMPTION" option, by pressing button (1) or (2).

Once function is highlighted, press button (4). You open the "CONSUMPTION" menu.

When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: L / 100km, km / L, mpg (UK), mpg (USA).

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

Select the required unit of measurement and then press the button (4) to confirm: the selected unit is stored and the EXIT option is highlighted.

The selected unit of measurement will be used by the instrument panel for the following indications:

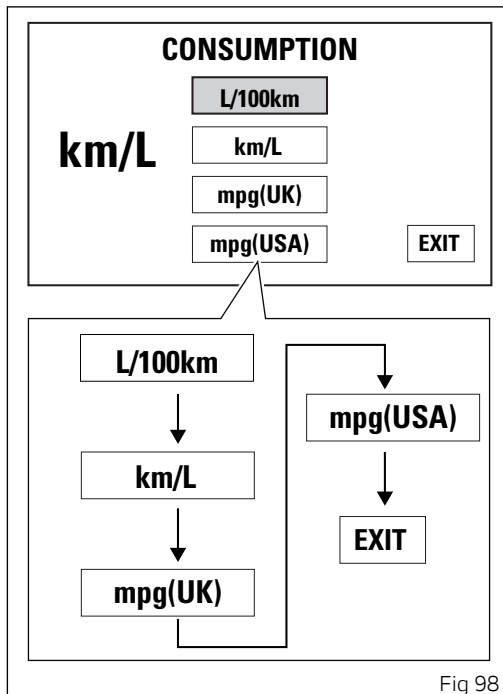


Fig 98

- Instantaneous fuel consumption and Average fuel consumption.

Setting the unit of measurement: Reset to automatic settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel. You open the "UNITS SETTING" menu, as described in the previous pages. Select "DEFAULT" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4) for 2 seconds. The display will read PLEASE WAIT... for 3 seconds, and then DEFAULT OK for 2 seconds, and at last the page of the UNITS SETTING menu will be displayed with the EXIT option highlighted.

To exit the menu and go back to previous page, select EXIT and press button (4).

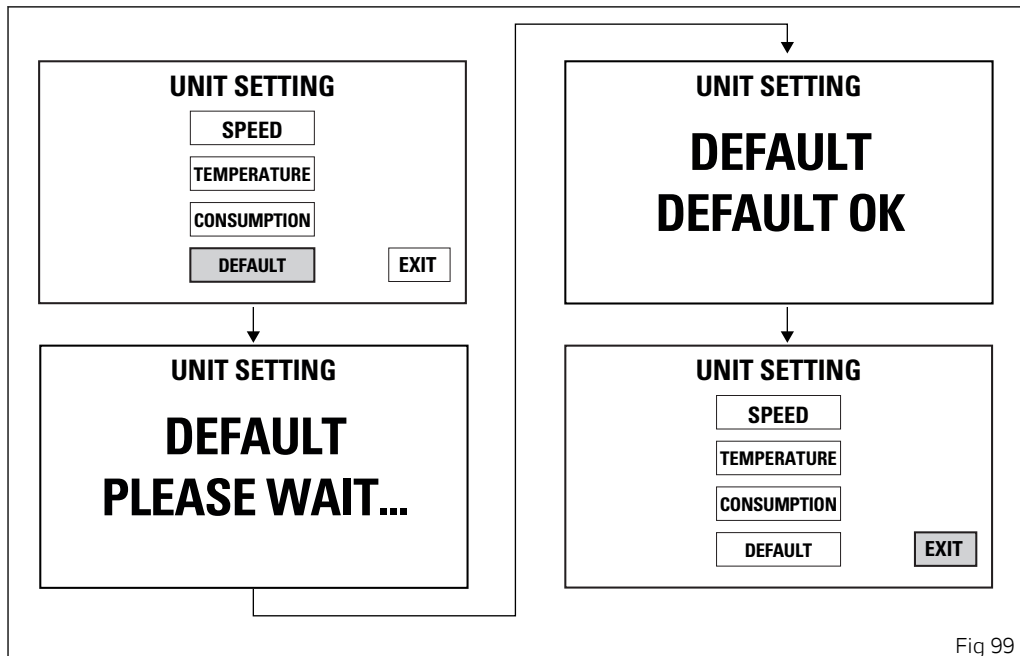


Fig 99

Date setting

This function allows user to set or change the date.
Enter the Setting MENU.

Select "DATE & CLOCK" option, by pressing button (1) or (2).

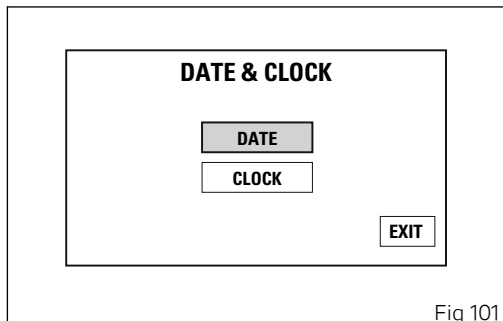
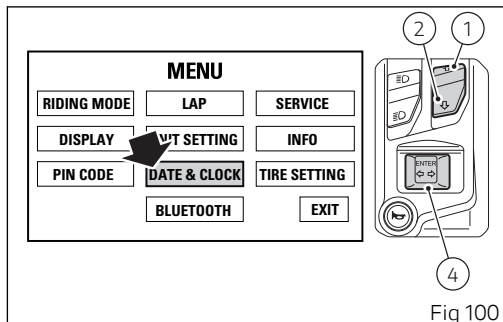
Once function is highlighted, press CONFIRM MENU button (4).

Select "DATE" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).



Important

Every time the battery is disconnected, the date is reset and must be set again.



When entering the function, available settings are indicated on the left: YEAR, MONTH, DAY, while current date is indicated on the right (e.g.: 2014/08/02).

Setting the year

Select "YEAR" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

The year value starts flashing.

Press button (1) to decrease year value by 1: 2099, 2098, 2000, 2099.

Press button (2) to increase year value by 1: 2000, 2001, 2099, 2000.

Once you reach the value to be set, press button (4) and the set year will stop flashing.

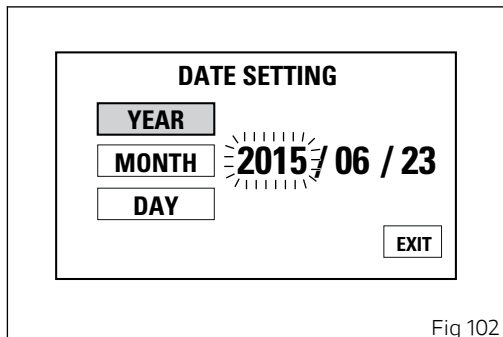


Fig 102

Setting the month

Select "MONTH" option, by pressing button (1) or (2).

Once option is highlighted, press button (4).

The month value starts flashing.

Press button (1) to decrease month value by 1: 12, 11, 01, 12.

Press button (2) to increase month value by 1: 01, 02, 12, 01.

Once you reach the value to be set, press button (4) and the set month will stop flashing.

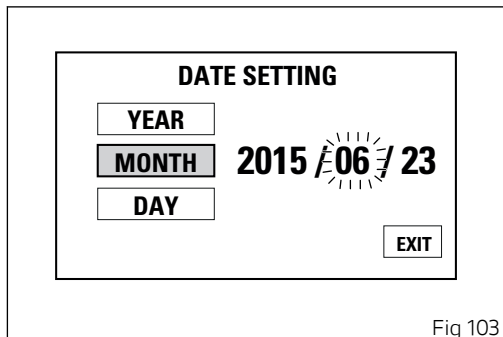


Fig 103

Setting the day

Select "DAY" option, by pressing button (1) or (2).

Once option is highlighted, press button (4).

The day value starts flashing.

Press button (1) to decrease day value by 1: 31, 30, 01, 31.

Press button (2) to increase day value by 1: 01, 02, 31, 01.

Once you reach the value to be set, press button (4) and the set day will stop flashing.

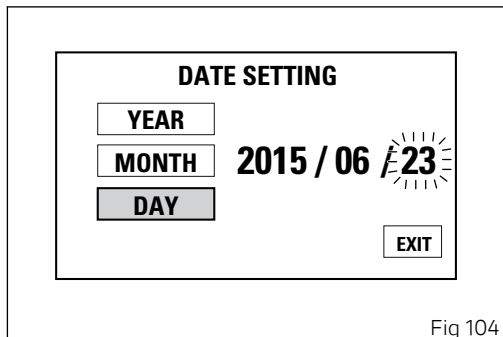


Fig 104

Storing the date

To store set/modified date, select MEMORY using buttons (1) and (2) and press button (4) for 2 seconds. The instrument panel will display MEMORIZED for two seconds and then automatically highlight EXIT.

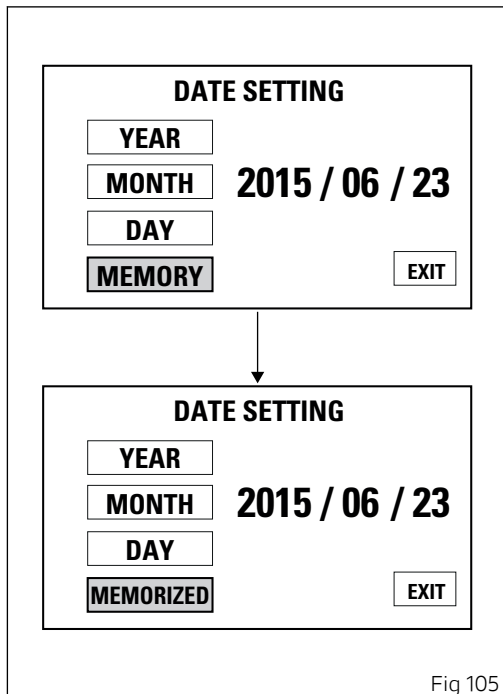


Fig 105

If date is not correct, the instrument panel will display "WRONG DATE" flashing for three seconds and then will automatically highlight EXIT, while date is indicated as "---- / -- / --" steady. It is still possible to set a new date.
To go back to previous page (setting menu page), press button (4) when EXIT is highlighted.

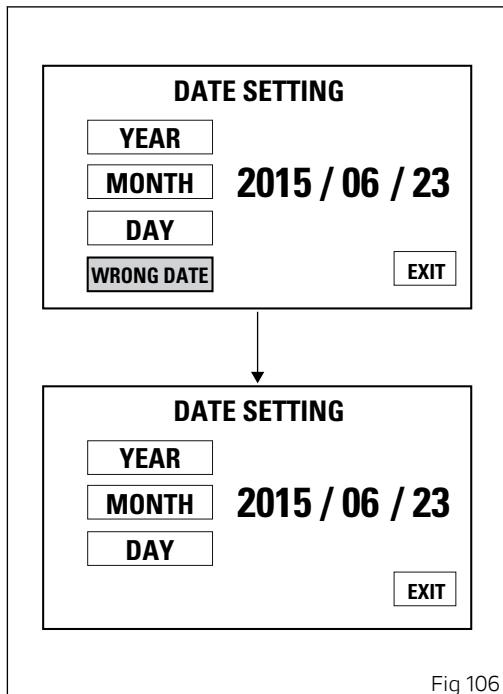


Fig 106

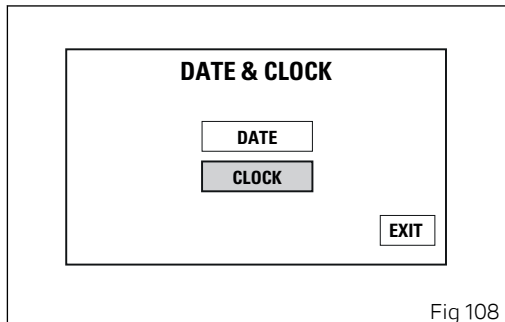
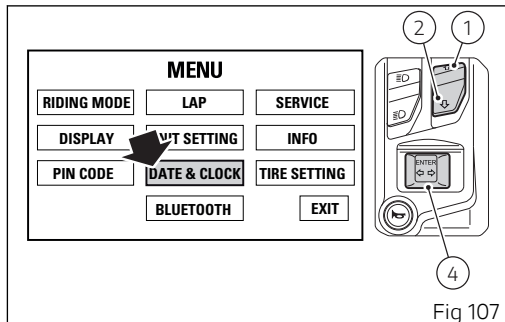
Clock setting

This function allows user to set or change the date.
Enter the Setting MENU.

Select "DATE & CLOCK" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

Select "CLOCK" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).



When entering the function, available settings are indicated on the left: HOUR, MINUTE, AM / PM, while current time is indicated on the right (e.g.: 10:57 a.m.).

Setting the hours

Select "HOUR" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). The hour value starts flashing. Press button (1) to decrease hour value by 1 unit: 12 to 01 and then again from 12. Press button (2) to increase hour value by 1 unit: 01 to 12 and then again from 01. Hold down button (1) or (2) for over a second to automatically decrease or increase units until button is released. Once you reach the value to be set, press CONFIRM MENU button (4) and the set hour will stop flashing.

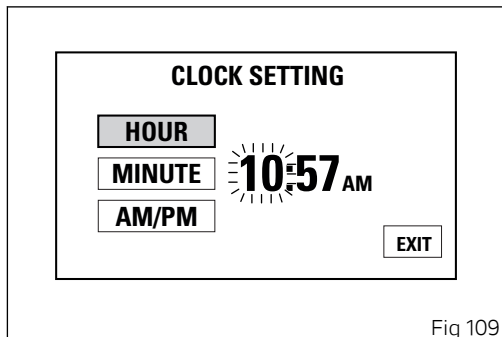


Fig 109

Setting the minutes

Select "MINUTE" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

The minute value starts flashing.

Press button (1) to decrease minute value by 1: 59, 58, 00, 59.

Press button (2) to increase minute value by 1: 00, 01, 59, 00.

Hold down button (1) or (2) for over a second to automatically decrease or increase units until button is released.

Once you reach the value to be set, press CONFIRM MENU button (4) and the set minutes will stop flashing.

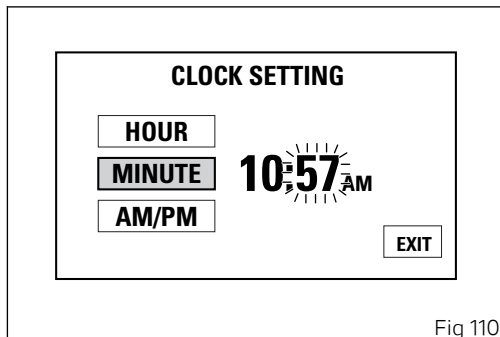


Fig 110

Setting AM/PM

Select "AM/PM" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

The indication starts flashing.

Select AM or PM, by pressing button (1) or (2), respectively.

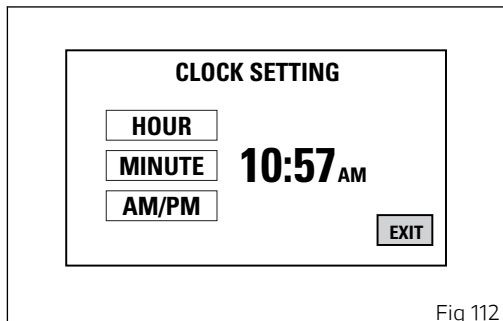
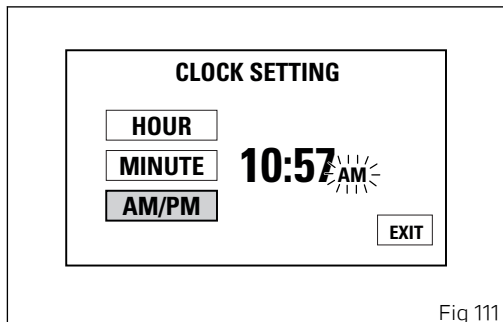
Once you reach the value to be set, press CONFIRM MENU button (4) and the setting will stop flashing.

To exit the menu and go back to previous page, select EXIT and press button (4).



Note

Every time the battery is disconnected, the clock is reset and must be set again by the user.



Bluetooth device setting

This function can be activated only if the Ducati Multimedia System (DMS) and the Bluetooth control unit are available: for this model the Bluetooth control unit can be purchased at a Ducati Dealer or Authorized Service Center.

This function allows pairing and/or deleting any paired Bluetooth devices.

To do this, you must enter the Setting Menu.

Select "BLUETOOTH" option, by pressing button (1) or (2). Once function is highlighted, press button (4). You enter the "BLUETOOTH" menu, which is active only if the Bluetooth function is active.

The BLUETOOTH menu is not available if the player is active or being used, or when there is an incoming call, a call is in progress or during recall.

To carry out the pairing procedure, refer to "Pairing of a new device".

To delete any paired devices, refer to "Deleting a paired device".

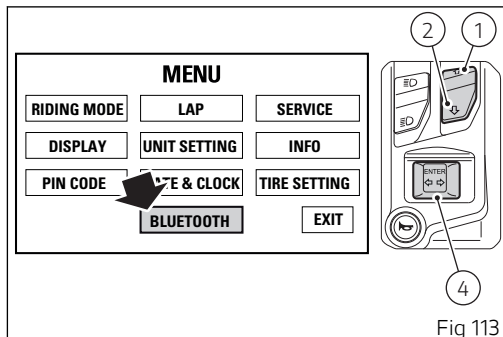


Fig 113

Pairing of a new device

This function allows user to associate (pair) one or several Bluetooth devices by running the "PAIRING" control.

Set the Bluetooth device to ensure it can be detected by the control unit, so turn device on and make it visible to other devices.

A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode.

The motorcycle is equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.



Attention

Bluetooth Headset device manufacturers may incorporate certain changes within the standard protocols over the course of the lifecycle of the device (Smartphones and Earphones).



Attention

These changes are outside the control of Ducati and may result in Bluetooth Headset devices functionality becoming impaired (sharing Music, multimedia player, etc.) and may equally affect some types of Smartphones (depending on supported Bluetooth profiles). This is why Ducati cannot guarantee multimedia player proper operation for:

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").



Attention

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).



Note

The Ducati kit no. 981029498 can be purchased separately at a Ducati Dealer or Authorized Service Center.

Upon the first access to the BLUETOOTH Setting Menu, the first default displayed label will be "PAIRING" and the list of the devices already paired will be shown on the left side.

The Pairing function is activated by pressing button (4): this runs a search for all Bluetooth devices present within a certain range. Device search symbol is activated and message "WAIT..." is displayed for 60 seconds.

The pairing ends automatically when devices are detected within the range and shown in the list on the right.

If Pairing is not successful, "PAIRING LOST. PLEASE EXIT" message will be displayed. Now you can only quit the BLUETOOTH Setting Menu, and then go back in to run a new Pairing procedure.

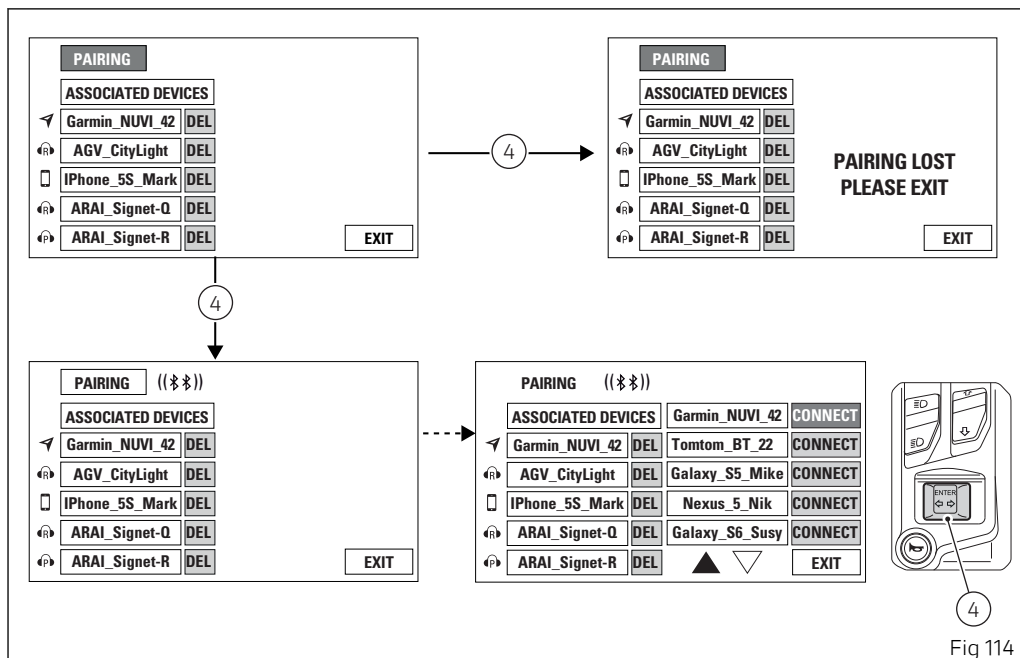
If Pairing is successful, as soon as Bluetooth devices are detected, their names are displayed in the device list on the right.

The list of devices found within the range during the Pairing stage does not include already paired devices, that are displayed in the list on the left.

If two or more Bluetooth devices have the same name, the list of devices detected will include two or more labels with the same name.

If one of the devices detected has no name, it is not included in the list of devices detected.

During the search it is possible to scroll through the device list on the right by pressing buttons (1) and (2). In correspondence of the device that is to be paired, select "CONNECT" and press button (4) to pair it. To quit the Pairing stage, select EXIT and press button (4).



It is possible to pair up to:

- 2 smartphones;
- 1 navigator;
- 1 rider helmet;
- 1 passenger helmet.

If at least 5 devices have already been paired and the user attempts to run the Pairing, the following message will be displayed: "MAX 5 DEVICES CAN BE ASSOCIATED" and "REFER TO USER MANUAL". System automatically highlights DELETE indication for the first paired device and user can delete one or several devices (refer to Deleting associated devices) or quit the Bluetooth Setting Menu, by pressing EXIT.

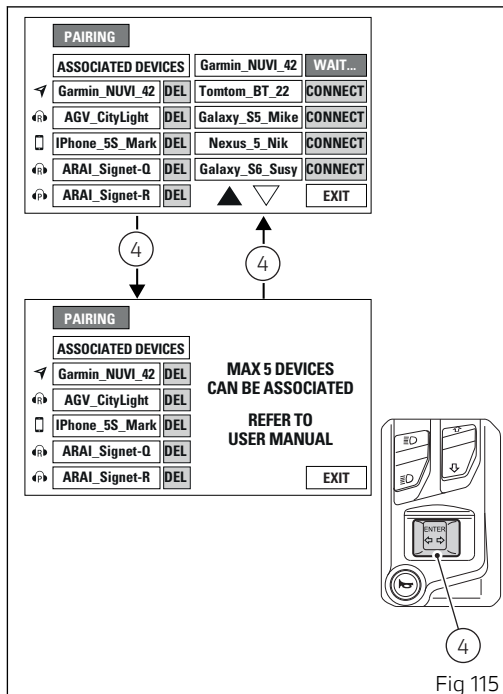


Fig 115

When the device to be paired has been selected, the label in correspondence of that device replaces the word "CONNECTED" with "WAIT" for 60 seconds and the type of device to be paired has to be selected. The display shows four icons that represent the available types.

Types of devices can be:

- Smartphone;
- Rider helmet;
- Passenger helmet;
- GPS navigation system.

Use buttons (1) and (2) to select the type and press button (4) to confirm.

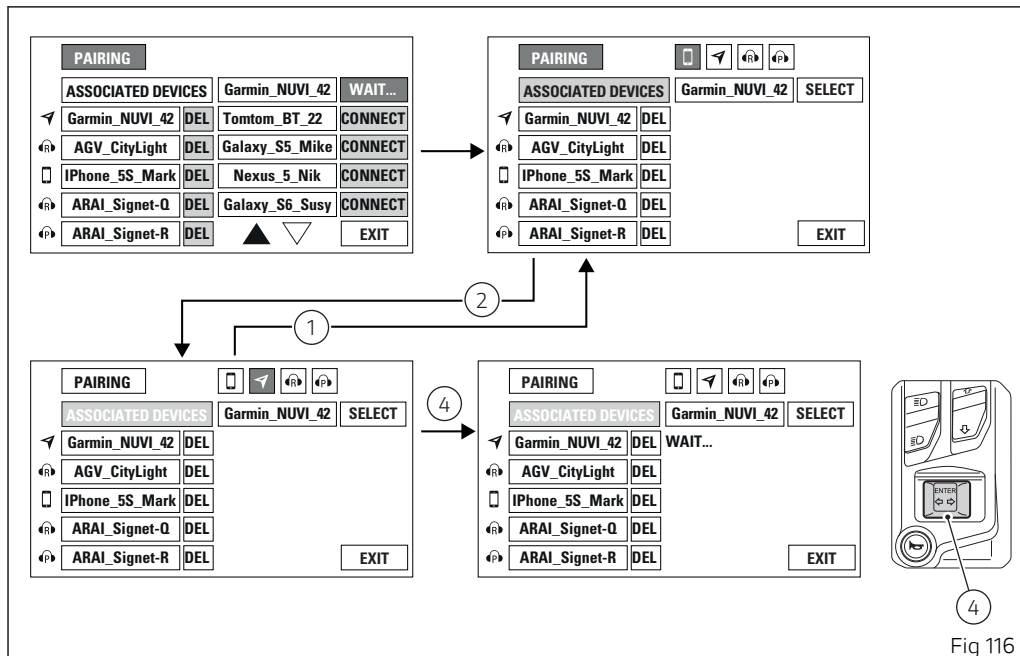


Fig 116

If you wish to pair a Bluetooth Navigator, the pairing procedure is completed on the navigator, by selecting on the latter the connection with the motorcycle Bluetooth control unit.

In this case, during pairing, the display shows the message "CONNECT ON NAVI" that disappears when the connection between the control unit and the navigator is completed, and the name of the navigator is indicated in the list on the left.



Note

If user does not complete the pairing procedure on the Navigator within 90 seconds, pairing screen on instrument panel will go out, and display will go back to Bluetooth Setting Menu main screen.

If the navigator pairing is active for more than 90 seconds and so there have been errors in the procedure, it is not possible to select the detected devices. It is only possible to press EXIT to abort the procedure, if deemed necessary.

Once pairing is completed, the name of the paired device is shown in the device list on the left: only the first characters of the device name are displayed.

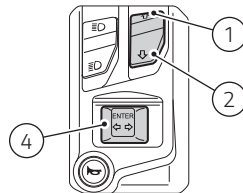
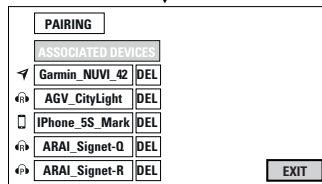
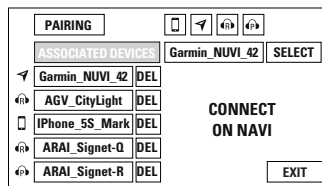


Fig 117

Pairing deactivation takes place when quitting the Bluetooth Setting Menu or when no more Bluetooth devices are detected.



Attention

Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395



Note

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorized Service Center.

Deleting associated devices

From the Bluetooth setting menu you can access the list of the paired devices on the left.

From the list of paired devices, user can select the device to be deleted by pressing button (1) or button (2). When the device is selected and the relevant DEL label is green, press button (4) for at least two seconds to eliminate the device from the paired device list.

Select EXIT by pressing button (1) or (2) and press button (4) to quit the Bluetooth Setting Menu and go back to the main Setting Menu screen.

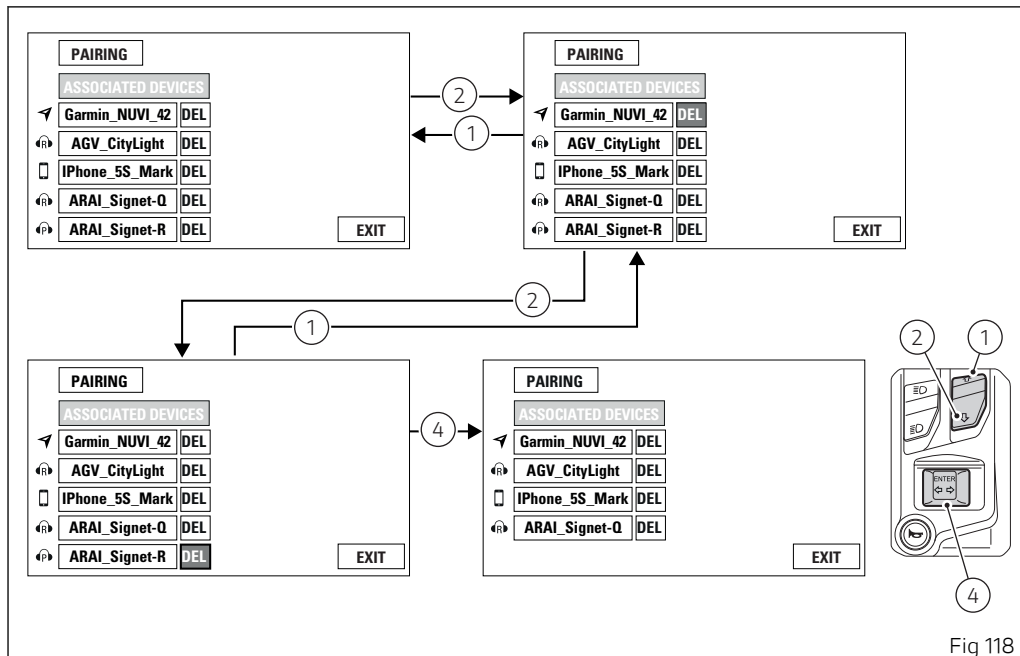


Fig 118

Service information

This Function allows viewing information about the remaining time or mileage until the next Oil Service, Desmo Service and Annual Service.

To view them, enter the Setting Menu, use button (1) or (2) to select SERVICE and press button (4).

Available information:

- OIL SERVICE: indicates the km (or mile) count-down to the next OIL SERVICE;
- DESMO SERVICE: indicates the km (or mile) count-down to the next DESMO SERVICE;
- ANNUAL SERVICE: indicates the ANNUAL SERVICE expiration date.

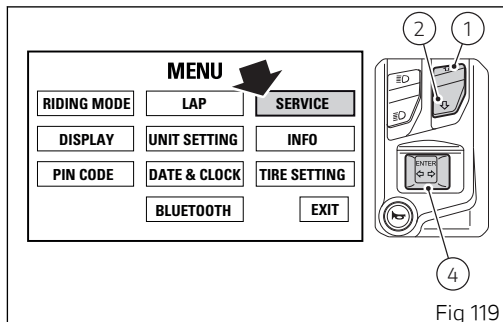


Fig 119

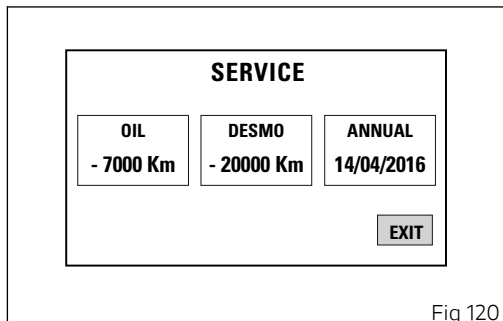


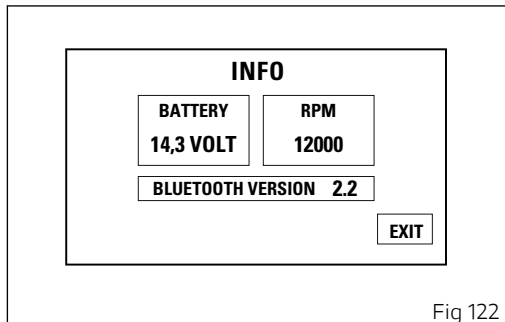
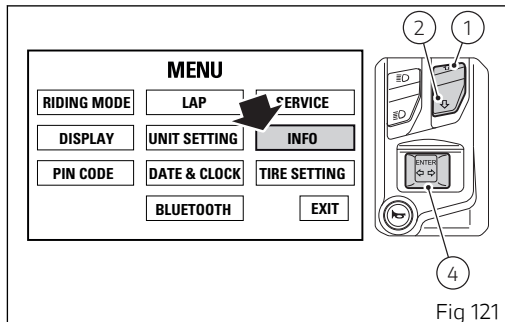
Fig 120

Information (INFO)

This function allows displaying several useful details. To view the "INFO", enter the Setting Menu, use button (1) or (2) to select "INFO" and press button (4).

Available information:

- BATTERY (battery voltage);
- RPM (engine rpm indication);
- BLUETOOTH version (optional).



Tire Setting

If owners install different tires than original equipment ones and yet belonging to the classes specified by Ducati, this function allows them to recalibrate the system. It also allows system correct recalibration of all controls (such as DTC) in case the owner changed front and rear sprocket ratio, so that all motorcycle control systems can consider these changes / variants and adapt their processing parameters accordingly.

From the Setting Menu, it is possible to start the teach-in procedure of the new rolling circumference and new final drive ratio or restore the default settings as established by Ducati for OEM outfit.

To do this, you must enter the Setting MENU.

Select TIRE SETTING option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

You open the TIRE SETTING Menu.

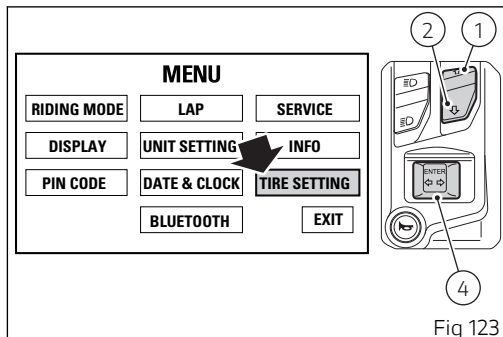
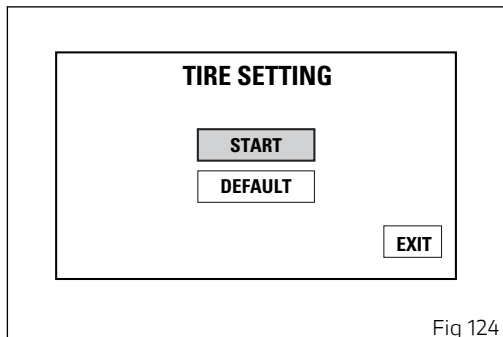


Fig 123

Press buttons (1) and (2) to select START or DEFAULT: the latter can be selected only if the motorcycle is currently not set to the factory default configuration.

To exit the menu and go back to previous page, select EXIT and press button (4).



Teach-in procedure

When entering the function, the vehicle speed and gear engaged are indicated on the right, while the instructions on the required speed range and gear to be engaged to correctly carry out the procedure are displayed at the center.

Speed range: 48 ÷ 52 km/h (and corresponding value in mph if set unit of measurement is mph)

Gear: 2

The first page indicates READY in red at the top of the display to warn the rider that the system is ready for the calibration procedure.

When the rider complies with the required conditions of vehicle speed and gear displayed, system calibration will start and an orange IN PROGRESS message will be displayed at the top. If procedure is successfully completed, COMPLETED message in green will come on at the top of the display, and after a few seconds it will be automatically replaced with the main screen.

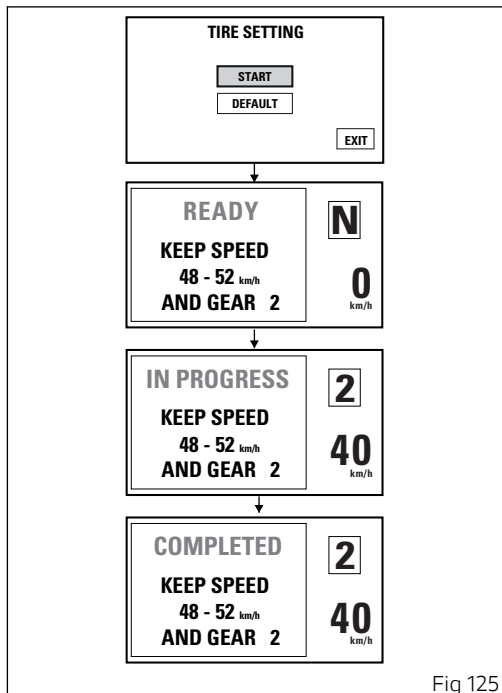


Fig 125

If it is not possible to start the procedure when the START is confirmed, after a few seconds the instrument panel will automatically highlight the option EXIT.

If an error or malfunction occurs during the calibration procedure, FAILED message in red will come on at the top of the display, and after a few seconds it will be automatically replaced with the main screen.

The rider can abort the procedure both during the READY stage and during the IN PROGRESS stage, by pressing button (1) for 2 seconds. ABORTED message in red will come on at the top of the display, and after a few seconds it will be automatically replaced with the main screen.

The values shown in the pictures as required speed range and gear are just an example and shall not be considered as binding or corresponding to the ones actually set for the vehicle.

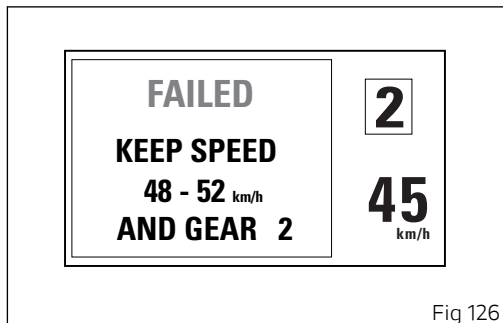


Fig 126

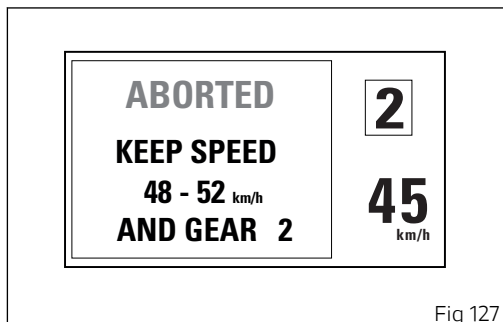


Fig 127

Restoring default settings

Open the TIRE SETTING Menu.

Then use buttons (1) and (2) to select DEFAULT and keep button (4) pressed for 3 seconds.

For a few seconds the message PLEASE WAIT... will be on the display.

If the procedure for restoring the default settings is successful, DEFAULT OK will be displayed for 2 seconds and after a few seconds it will be automatically replaced with the main screen.

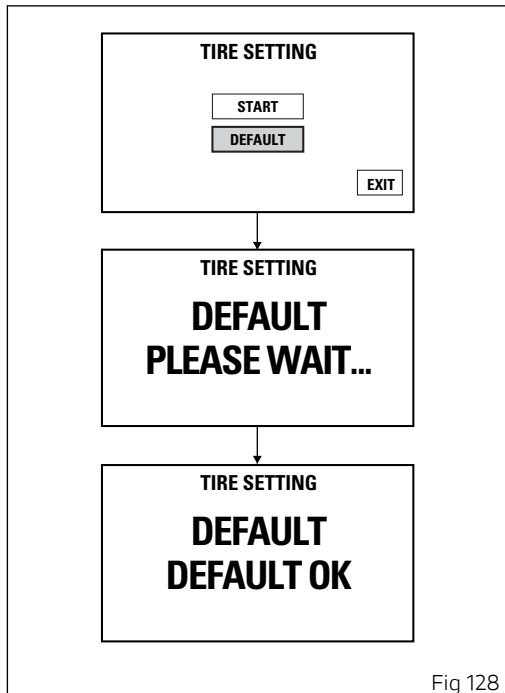


Fig 128

While, if the procedure for restoring the default settings is not successful, ABORTED will be displayed for 2 seconds and then the instrument panel will automatically display the main screen of the TIRE SETTING menu with highlighted EXIT item.

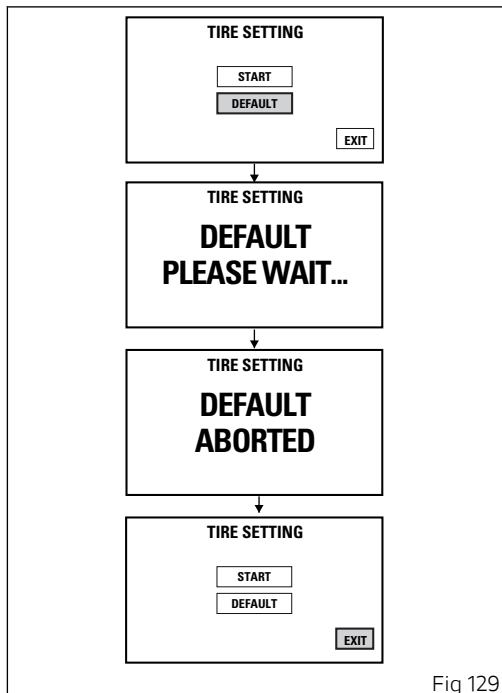


Fig 129

Display backlighting color

Display background color can be set automatically according to exterior lighting conditions. When the BACKLIGHT – AUTO function is active, if the sensor detects "poor lighting" (night) the instrument panel switches to black background (NIGHT mode); vice-versa if a strong light is detected (day) the instrument panel switches to white background (DAY mode).

This function can be customized through the Setting Menu: select the "BACKLIGHT" function and open the "BACKLIGHT" menu:

- set either NIGHT or DAY permanently, or
- set the AUTO mode.

Refer to paragraph ("Display backlighting setting" page 135).



Note

If power supply is over 16 V, the backlighting is disabled, while if it is below 8 V the backlighting is turned off.

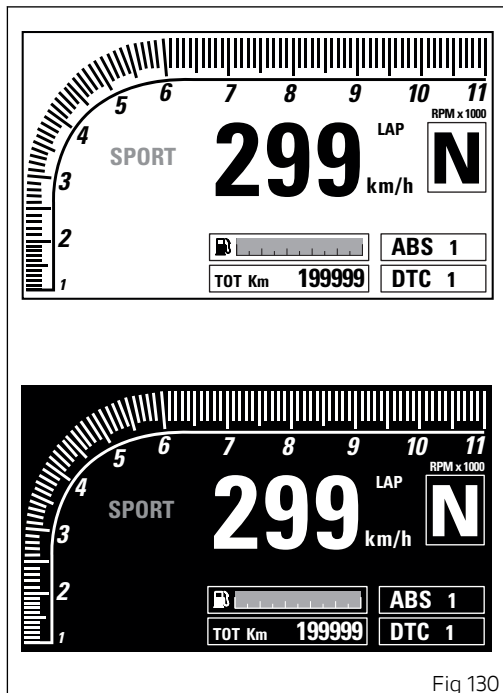


Fig 130

Light control

Low / High beam

At Key-On, the high beam and low beam lights are OFF: only the parking lights are turned on. Once the engine is started, the low beam is automatically turned on; it is possible to switch from low beam to high beam and vice-versa by pressing button (7) in positions (B) and (A). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (7) positions (B) and (A) on LH switch.

If within 60 seconds from the "manual" switching on of the low / high beam the engine is not started, the lights are disabled again (off).

High/low beam switching-off during vehicle starting

To preserve the motorcycle battery, if the high/low beams are ON during engine starting, the headlight is automatically switched off and then on again when the engine is started.

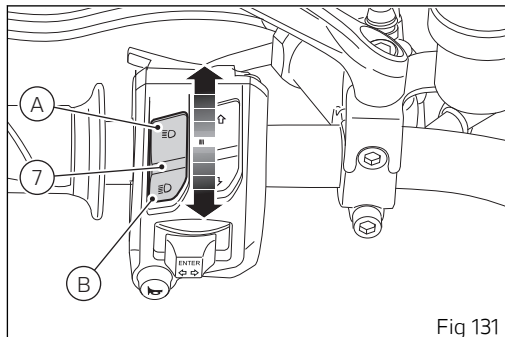


Fig 131

Turn indicators

Turn indicators are automatically reset by the instrument panel.

After activating one of the two turn indicators, user can reset it using the button (4) on the left switch. If the turn indicator is not reset manually, the instrument panel will automatically switch it off after the motorcycle has traveled 0.3 miles (500 m) from when the turn indicator was activated. The counter for the distance traveled for automatic deactivation is only activated at speeds below 50 mph (80 km/h). If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 50 mph (80 km/h), the calculation is interrupted and will restart when the speed returns below the indicated threshold.

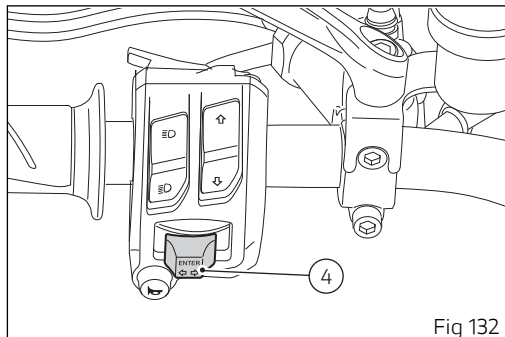


Fig 132

Hazard function

The "Hazard" function activates all four turn indicators at the same time to warn about an emergency situation. Push button (6) to activate the "Hazard" function. It can only be activated when vehicle is on (i.e. when key is turned to "ON", engine condition is irrelevant). When the "Hazard" function is active, all four turn indicators and the warning lights (7) on the instrument panel will flash at the same time. The "Hazard" function can be disabled both with vehicle on (key turned to "ON") and vehicle off (key turned to "OFF") by pressing button (6).

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active until manually disabled by the user or for 2 hours. After 2 hours, the turn indicators switch OFF automatically in order to save battery charge.



Note

In case of key-on with "Hazard" function still active, the latter remains active (a temporary inhibition of turn indicator control is allowed during instrument panel initial check routine).

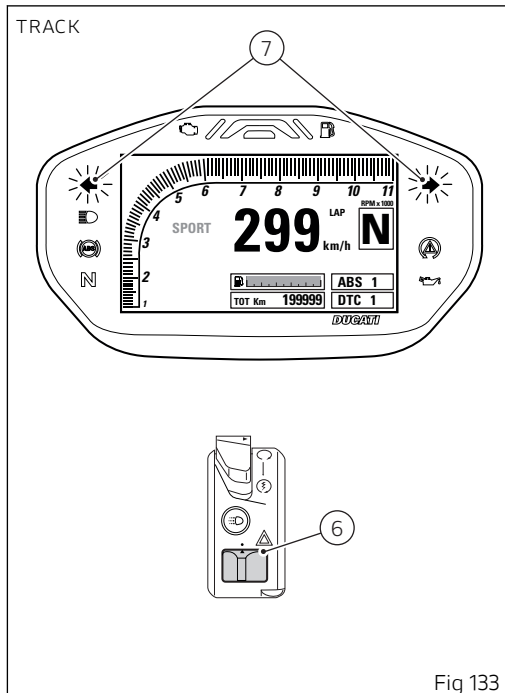


Fig 133

**Note**

If there is a sudden interruption in the battery while the function is active, the instrument panel will disable the function when the voltage is restored.

**Note**

The "Hazard" function has a higher priority on the operation of the single turn indicators, so as long as it is active it will not be possible to separately turn on the right or left turn indicators.

Immobilizer system

For improved anti-theft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.

Housed in the handgrip of each ignition key is an electronic device that modulates an output signal. When the ignition is turned on this signal is generated by a special antenna incorporated in the switch and changes every time.

The modulated signal represents the "password" (which is changed at each start-up) by which the ECU recognizes the ignition key. The ECU will only allow the engine to start if it recognizes this password.

Keys

The owner receives 2 keys with the vehicle.

These keys contain the "immobilizer system code".

The keys (B) are regular ignition keys and are used to:

- start up the engine;
- open the fuel tank filler plug;
- open the seat lock.



Attention

Separate the keys and use only one of the two to ride the bike.

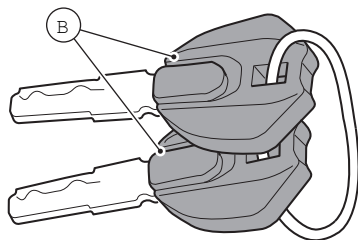


Fig 134

Operation

When the ignition key is turned to OFF, the immobilizer inhibits engine operation. If the other key does not work out either, contact the Ducati Service network.



Attention

Strong impacts could damage the electronic components inside the key. During the procedure always use the same key. Using different keys may prevent the system from acknowledging the code of the inserted key.

Duplicate keys

If you need any duplicate keys, contact the Ducati Service network with all the keys you have left. The Ducati Service Center will program all the new keys as well as any keys you already have. You may be asked to provide proof that you are the legitimate owner of the motorcycle. The codes of any keys not submitted will be wiped off from the memory to make those keys unserviceable in case they have been lost.



Note

If you sell your motorcycle, do not forget to give all keys to the new owner.

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgment system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore vehicle operation.

If the PIN CODE function is not active, the instrument panel does not activate the page for entering the code, but shows the Standard Screen instead, triggers the E-Lock error to inform the user that there is a problem with key reading/acknowledgment and disables the opportunity to enter the Setting Menu.

The E-Lock error warning must be active until key-off.

If the PIN CODE function is active, the instrument panel activates the page for entering the code and displays the request INSERT PIN CODE with a string of four dashes below it " - - - - " highlighted in green.

Entering the code:

- 1) Press button (4), one digit is highlighted indicating "0";
- 2) each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) each time you press the button A (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) to confirm the number, press the button (4).

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

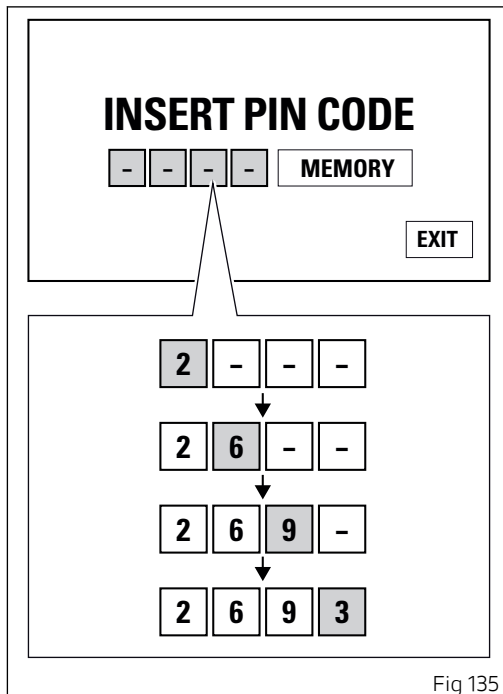


Fig 135

When you press button (4) to confirm the fourth and last digit:

- if the PIN is not correct, the instrument panel displays **WRONG** for 3 seconds and then highlights the string of four dashes "----" to allow you to try again. The number of possible attempts is determined by a preset time-out of 2 minutes. After this time, the instrument panel shows the Standard Screen, triggers the E-Lock error and disables the opportunity to enter the Setting Menu.
- if there is a problem during the PIN CODE check, the instrument panel displays **ERROR** for 3 seconds and then responds in the same way as for the **WRONG** error.
- if the PIN code is correct, the instrument panel displays **CORRECT** for 3 seconds and then shows the "standard screen" and triggers the E-Lock error to still show the user that there is a problem with key reading/acknowledgment.

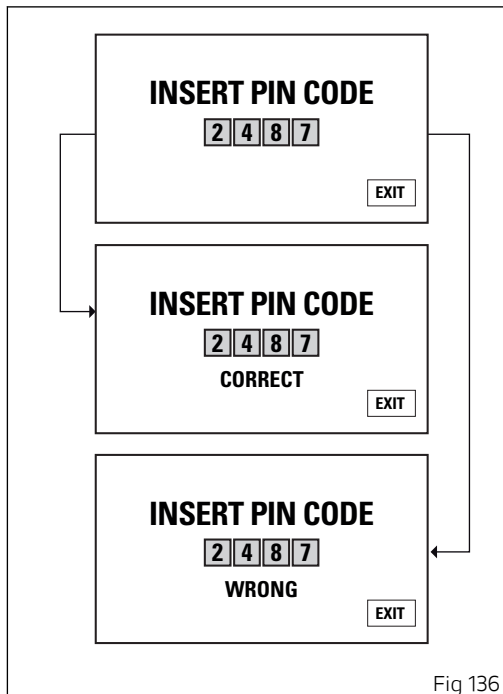


Fig 136



Important

If this procedure is necessary in order to start the vehicle, contact an Authorized Ducati Service Center as soon as possible to fix the problem.

Controls

Position of motorcycle controls



Attention

This section shows the position and function of the controls used to ride the motorcycle. Be sure to read this information carefully before you use the controls.

- 1) Instrument panel.
- 2) Key-operated ignition switch and steering lock.
- 3) LH switch.
- 4) Clutch lever.
- 5) RH switch.
- 6) Throttle twistgrip.
- 7) Front brake lever.
- 8) Gear change pedal.
- 9) Rear brake pedal.

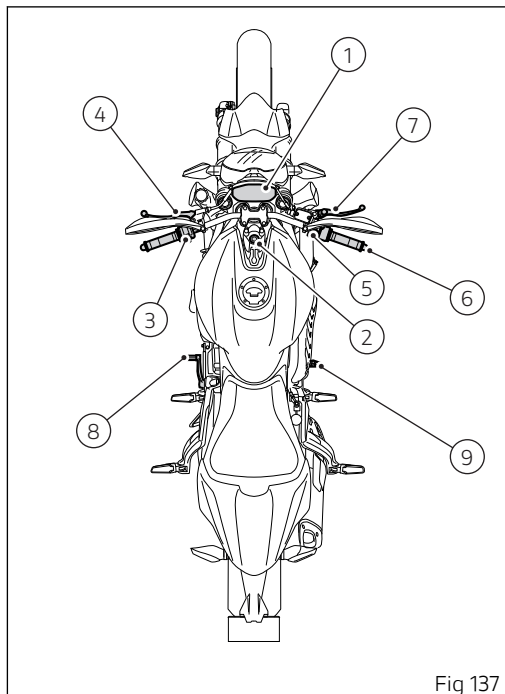


Fig 137

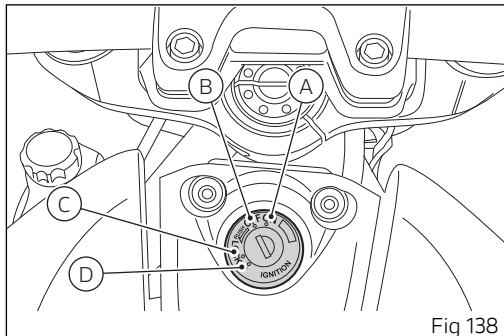
Ignition switch and steering lock

It is located in front of the fuel tank and has four positions:

- A) ON: enables lights and engine operation;
- B) OFF: disables lights and engine operation;
- C) LOCK: the steering is locked;
- D) P: parking light and steering lock.

Note

To move the key to the last two positions, press it down before turning it. The key can be removed in positions (B), (C) and (D).



Left-hand switch

1) (FLASH) button, "Start-Stop lap" function.

2) 2-position light switch:

- high beam ()

- low beam ();

3) Menu navigation buttons:

- menu ▲ (UP)

- menu ▼ (DOWN);

4) Menu button (ENTER) / 3-position turn indicator switch ():

- center position = OFF

- position  = left turn

- position  = right turn

- pressed = menu confirmation (ENTER);

5) Horn button ().

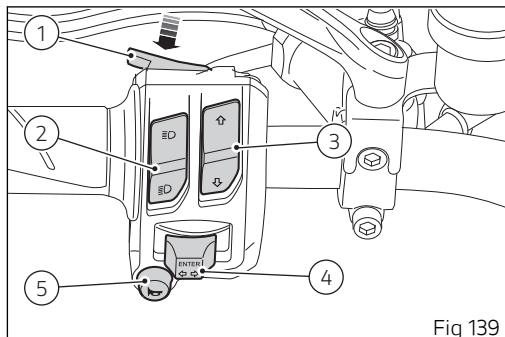


Fig 139

Clutch lever

Lever (1) disengages the clutch. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving off.



Important

Using the clutch properly will avoid damage to transmission parts and spare the engine.



Note

The engine can be started with the side stand down and the gearbox in neutral. If starting with a gear engaged, pull in the clutch lever (in this case the side stand must be up).

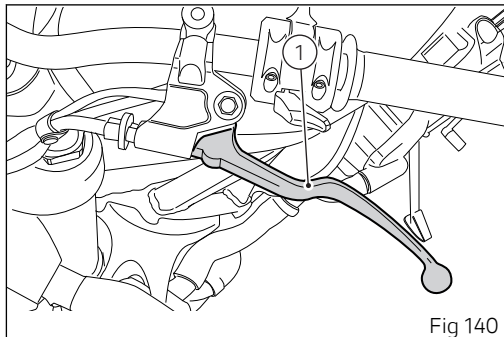


Fig 140

Clutch control free play adjustment



Attention

A wrong adjustment can seriously affect the clutch operation and duration.

A worn clutch makes the clutch cable tension increase.

Always check the free play, with cold engine, before using the vehicle.

When operating the clutch lever, you must clearly feel the passage from a very low resistance to a very high resistance (operating force).

The free play corresponds to the clutch lever travel where resistance is very low.

To check the free play operate the lever for its free play and check that distance "A" is between 0.12 - 0.16 in (3 - 4 mm).

To adjust the free play to the recommended value work on the primary adjuster (2) close to the clutch control.

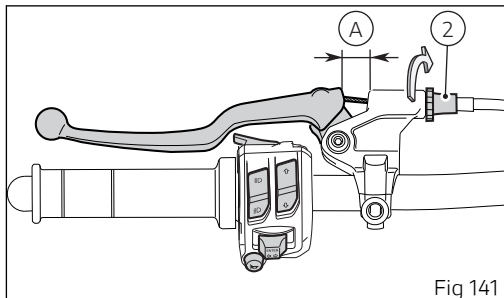


Fig 141

Adjuster (2), located on the lever, allows a maximum adjustment (Q) of 0.4 in (11 mm), whereas the standard adjustment (starting one) is of 0.2 in (5 mm). If working such adjuster proves insufficient, work the secondary adjuster (3) on vehicle RH side.



Attention

In case of a slipping clutch due to clutch wear, adjuster (2) on the lever must NEVER be loosened, but screwed, as described above. If the clutch is still slipping, go to a Dealer or a Ducati Authorized Service Center.

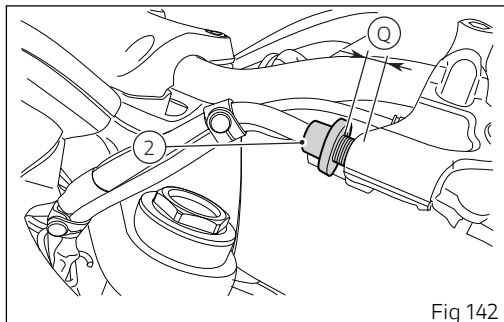


Fig 142

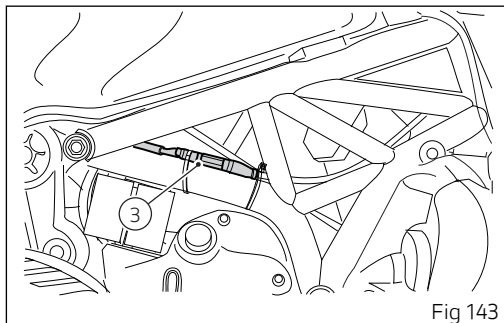


Fig 143

Right-hand switch

1) Red ON/OFF switch.

2) Hazard button.

The switch (1) has three positions:

- position up: KILL ENGINE;
- central position: ENGINE ENABLING;
- pushed down: ENGINE START.

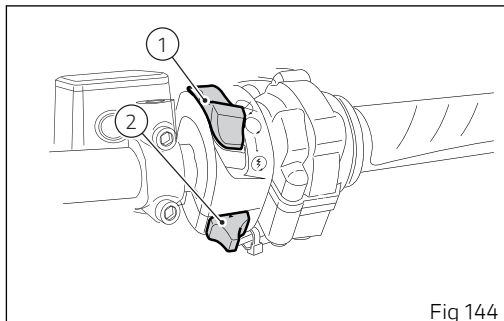


Fig 144

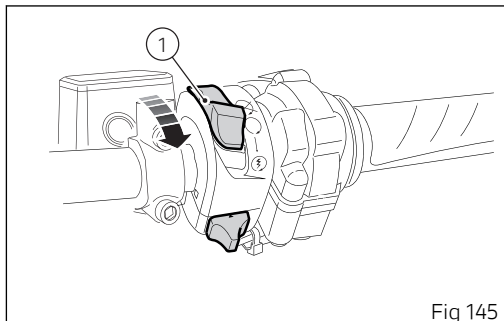


Fig 145

Throttle twistgrip

The twistgrip (1) on the right handlebar opens the throttles.

When released, it will spring back to the initial position (idling speed).

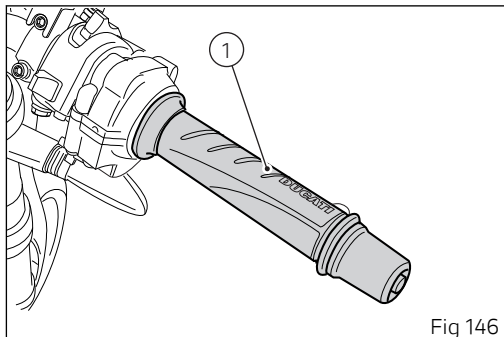


Fig 146

Front brake lever

Turn knob (2) clockwise/counterclockwise to adjust lever (1) distance from handgrip.



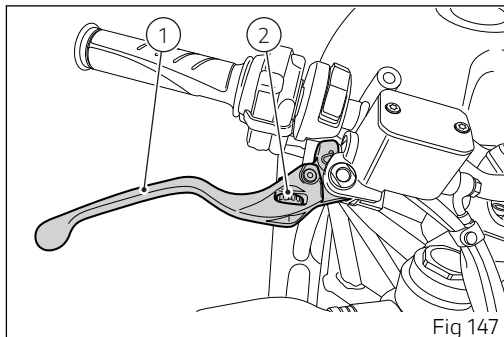
Attention

Before using these controls, thoroughly read instructions under "Moving off".



Attention

Set front brake lever when motorcycle is stopped.



Rear brake pedal

Push down the pedal (1) to operate the rear brake.
The system is hydraulically operated.

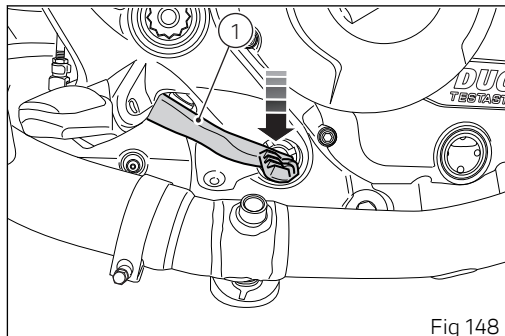


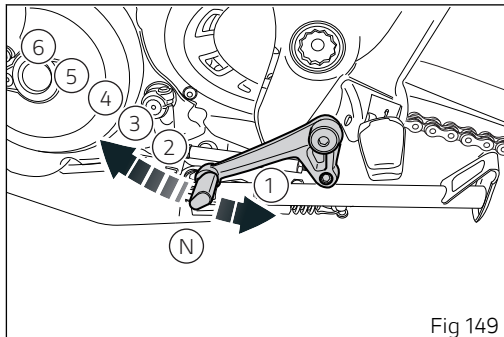
Fig 148

Gear change pedal

The gear change pedal can move in the following two directions and, when released, it automatically returns to rest position N in the center:

- down = press down the pedal to engage the 1st gear and to shift down. The N light will go out.
- up = lift the pedal to engage 2nd gear and then 3rd, 4th, 5th and 6th gears.

Each time you move the pedal you will engage the next gear.



Adjusting the gear change pedal and the rear brake

Gear change pedal

The position of the gear shift and rear brake levers in relation to the footrests can be adjusted to suit the requirements of the rider.

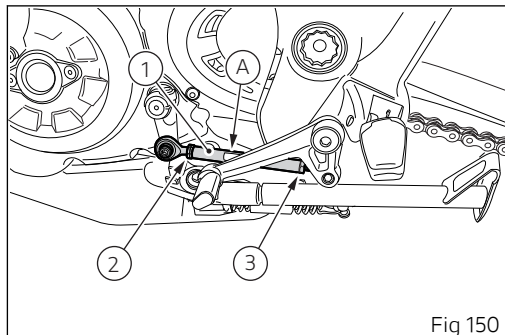
To adjust the position of the gear shift lever, proceed as follows: hold the linkage (1) and slacken the lock nuts (2) (3/8" flat) and (3) (3/8" flat).



Note

Nut (2) features a left-hand threading.

Fit an open-end wrench to flat (A) and rotate linkage (1) until setting pedal in the desired position. Tighten both lock nuts onto linkage (5 Nm).



Rear brake pedal

To adjust the position of the rear brake pedal, loosen lock nut (4), turn pedal stroke adjuster screw (5) until obtaining the required position. Tighten the lock nut (4) (2.3 Nm).

Operate the pedal by hand to check that there is about 0.06–0.08 in (1.5–2 mm) of free play before the brake bites.

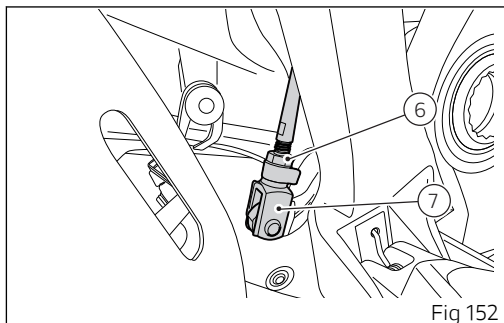
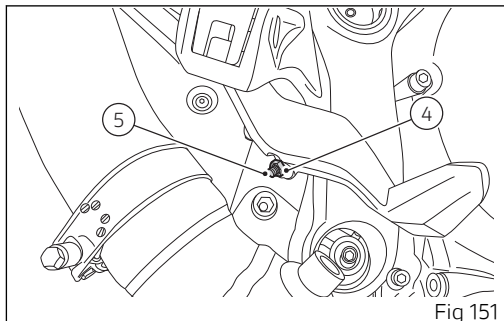
If not, adjust the length of the master cylinder pushrod as follows.

Loosen lock nut (6) on master cylinder rod.

Tighten rod on fork (7) to increase clearance or loosen it to decrease it.

Tighten lock nut (6) (7.5 Nm) and check again clearance.

Check for proper operation of the stop sensor.



Main components and devices

Position on the vehicle

- 1) Fuel tank plug.
- 2) Seat lock.
- 3) Helmet cable fastening pin.
- 4) Side stand.
- 5) Rear-view mirrors.
- 6) Rear shock absorber adjusters.
- 7) Catalytic converter.
- 8) Exhaust silencer.

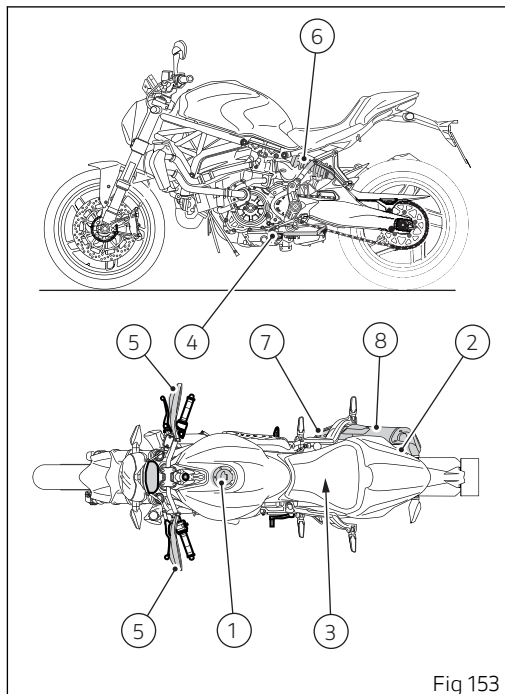


Fig 153

Fuel tank plug

OPENING

Lift flap (1) and insert the key in the lock. Turn the key clockwise 1/4 turn to unlock.

CLOSING

Close the plug with key inserted and press to fit in place. Turn the key counter clockwise to the original position and remove it. Close flap (1).



Note

The plug can only be closed with the key in.



Attention

Always make sure you have properly refitted and closed the plug after refueling.

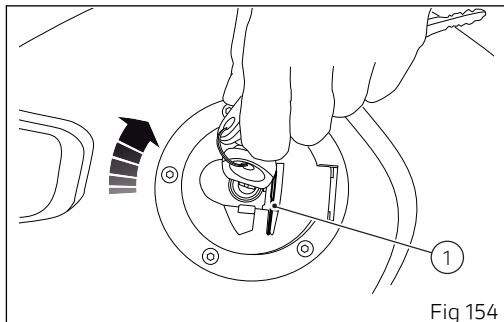


Fig 154

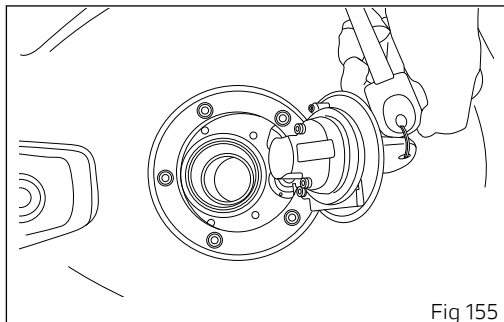


Fig 155

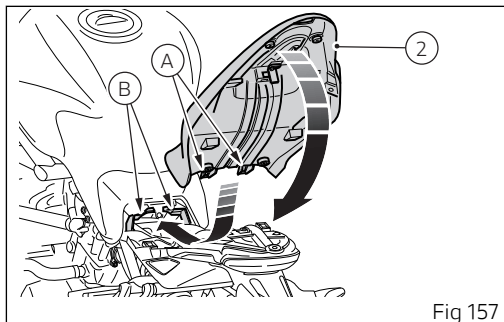
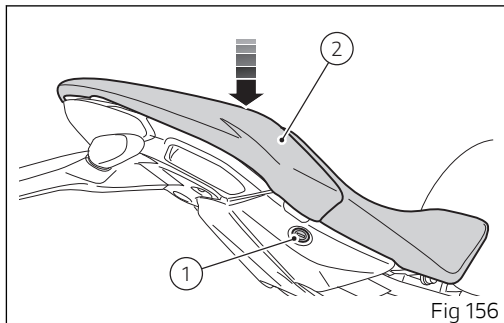
Seat lock

OPENING

Insert the key in lock (1), turn clockwise while pressing down at the latch to help release the pin. Remove the seat (2) pulling it backwards until sliding it out of the front retainers.

CLOSING

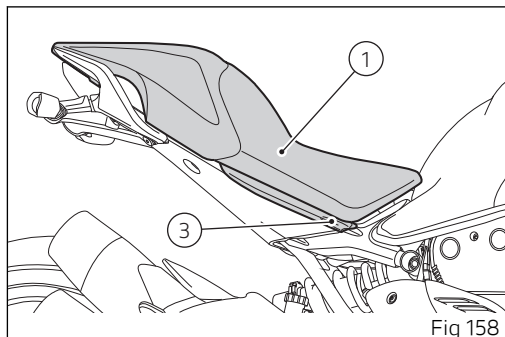
Make sure that all elements are correctly positioned and fastened to the compartment under the seat (2). Engage seat bottom front tabs (A) on tank bracket (B) fastened to rear subframe. Hold seat rear end lifted, push on the central fastener to engage it: push on seat rear end until latch clicks in place. Make sure the seat is safely secured to the frame and remove the key from the lock.



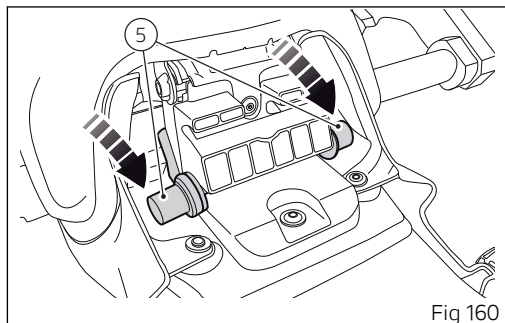
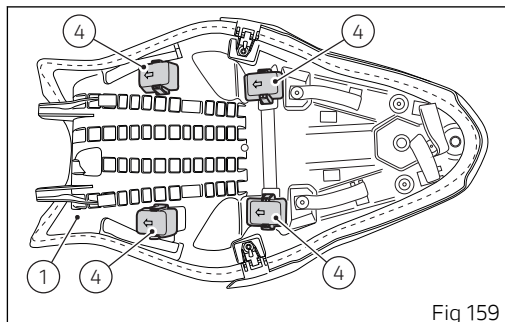
Seat height adjustment

The motorcycle is sold with raised seat. Seat height can be lowered.

To lower the seat (1), remove it together with the relevant cover.



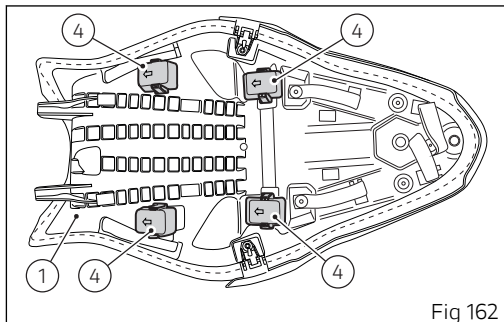
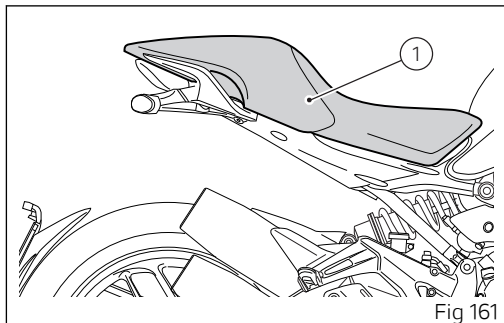
Remove the four blocks (4) located under the seat (1).
Position hook (5) with elastic band in the bottom
retainer.



Fit the seat with its cover on the motorcycle. Now the seat is in a lowered position.

To raise the seat (1), remove it together with the relevant cover.

Fit the four blocks (4) in their housing under seat (1).



Position hook (5) with elastic band in the top retainer.
Refit the seat with its cover on the motorcycle.

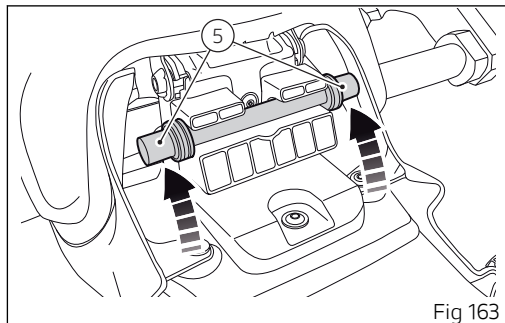


Fig 163

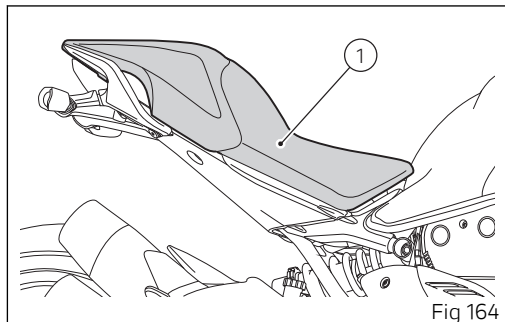


Fig 164

Helmet cable

The helmet cable (1) is inside the tool box, refer to "Tool kit and accessories" page 238. Route cable through helmet and engage cable end into pin (2). Leave the helmet hanging and refit the seat to hold it in place.



Attention

This device protects the helmet against theft when the motorcycle is parked. Do not leave the helmet attached when riding the motorcycle; it could interfere with your movements and cause loss of control of the motorcycle.

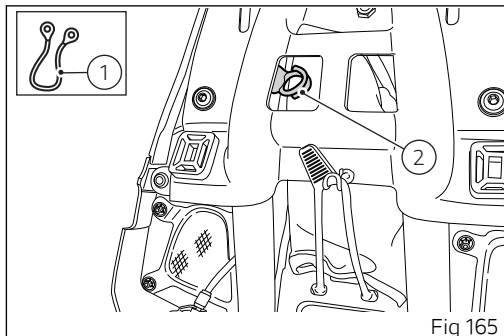


Fig 165

Side stand



Important

Use the side stand to support the motorcycle only during short stops. Before lowering the side stand, make sure that the supporting surface is hard and flat.

Do not park on soft or pebbled ground or on asphalt melt by the sun heat and similar or the motorcycle may fall over.

When parking downhill, always position the motorcycle with the rear wheel facing downhill. To pull down the side stand, hold the motorcycle handlebar with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.

To move the side stand to its resting position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot. To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

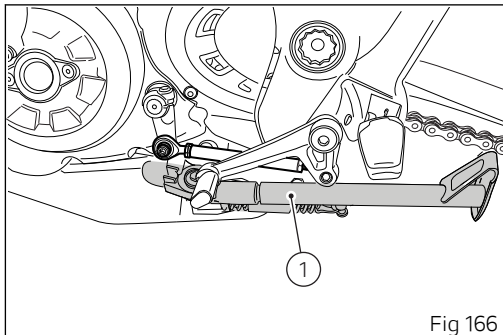


Fig 166



Note

Check for proper operation of the stand mechanism (two springs, one into the other) and the safety sensor (2) at regular intervals.



Note

The engine can be started with the side stand down and the gearbox in neutral. If starting with a gear engaged, pull in the clutch lever (in this case the side stand must be up).

Rear shock absorber adjusters

The rear shock absorber has external adjusters that enable you to adjust the setting to suit the load on the motorcycle.

The adjuster (1) located on the LH side, at the top connection holding the shock absorber to the engine, adjusts the rebound damping.

Turn adjuster (1) clockwise to stiffen the damping, or counter clockwise to soften it.

Ring nuts (2) and (3), located in the shock absorber lower side, adjust the external spring preload.

To adjust the spring preload, loosen the bottom ring nut (3). SCREWING or UNSCREWING the top ring nut (2) will INCREASE or DECREASE the preload.

Once the spring preload is set, tighten the bottom ring nut (3).

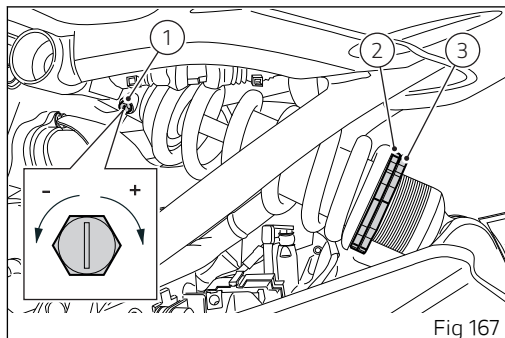


Fig 167

STANDARD calibration, from the fully closed position (clockwise):

- rebound: loosen adjuster (1) by 1.5 turns (from fully closed);
- spring preload: 0.59 in (15 mm) (from fully unloaded).



Attention

To turn the preload adjuster ring nut use a pin wrench. Pay attention to avoid hand injuries by hitting motorcycle parts in case the wrench tooth suddenly slips on the ring nut groove while moving it.



Attention

The shock absorber is filled with gas under pressure and may cause severe damage if taken apart by someone who is unskilled.

CHOOSING THE SUSPENSION SETTING

The values in the table are indicative. They have been calculated considering a dressed rider weighing 176.37-198.41 lb (80-90 kg) and a dressed passenger weighing 154.32-176.37 lb (70-80 kg).

Adjusting the rear shock absorber					
Parameter	Range	Default	Sport	Comfort	Rider + passenger
Compression	–	–	–	–	–
Rebound	0 ÷ 5 turns	1.5 turns	0.5 turns	2.5 turns	1.5 turns
Spring preload	0.39÷0.79 in (10÷20 mm)	0.59 in (15 mm)	0.59 in (15 mm)	0.59 in (15 mm)	0.75 in (19 mm)

Riding the motorcycle

Running-in recommendations



Important

Before using the motorcycle, make sure that there are no labels on the rear-view mirrors; remove, if any.

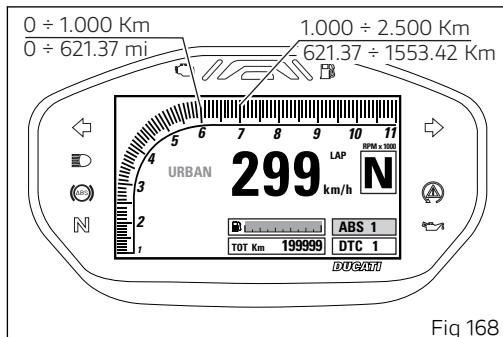
Maximum rpm

Rotation speed for Break-in period and during standard use (rpm):

- 1) Up to 621.37 mi (1000 km);
- 2) 621.37 mi (1000 km) to 1553.42 mi (2500 km).

Up to 621.37 mi (1000 km)

During the first 621.37 mi (1000 km) keep an eye on the rev counter, it should never exceed: 5,500÷6,000 rpm.



During the first few hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

To achieve this, roads with plenty of bends and even slightly hilly areas are ideal for the most efficient break-in of the engine, brakes and suspensions. For the first 62.13 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake disks.

So that the mechanical parts of the motorcycle can adapt to each other, and especially so the life of

the basic engine parts is not affected, avoid harsh accelerations and do not run the engine at a high rpm for an extended time, especially uphill. It is also advisable to inspect the drive chain frequently and lubricate as required.

621.37 mi (1000 km) to 1553.42 mi (2500 km)

At this point, you can squeeze some more power out of your engine. However never exceed 7,000 rpm.



Important

During the entire Break-in period, carefully observe the indications on the scheduled maintenance chart and servicing recommendations in the Warranty Booklet. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Strict observance of Break-in recommendations will ensure longer engine life and reduce the likelihood of overhauls and tune-ups.

Pre-ride checks



Attention

Failure to carry out these checks before riding may lead to motorcycle damage and injury to rider and passenger.

Before riding, perform a thorough check-up on your bike as follows:

- **FUEL LEVEL IN THE TANK**
Check the fuel level in the tank. Fill tank if needed (page 236).
- **ENGINE OIL LEVEL**
Check oil level in the sump through the sight glass. Top up if needed (page 270).
- **BRAKE FLUID**
Check fluid level in the relevant reservoirs (page 241).
- **COOLANT**
Check coolant level in the expansion reservoir. Top up if needed (page 239).
- **TIRE CONDITION**
Check tire pressure and condition (page 267).

- **CONTROLS**

Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.

- **LIGHTS AND INDICATORS**

Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (page 264).

- **KEY LOCKS**

Ensure that tank filler plug (page 215) and seat (page 216).

- **STAND**

Make sure side stand operates smoothly and is in the correct position (page 222).

ABS LIGHT

After Key-On, the ABS light (9, stays on when the vehicle speed exceeds 3.10 mph (5 km/h); the warning light switches off to indicate the correct operation of the ABS.



Attention

In case of malfunction, do not ride the motorcycle and contact a Ducati Dealer or Authorized Service Center.

ABS

Check that the front (1) and rear (2) phonic wheels are clean.



Attention

Clogged reading slots would compromise system proper operation. It is advisable to disable ABS in case of very muddy road surfaces, as in these conditions the system might be subject to sudden failure.



Attention

Prolonged wheelies could deactivate the ABS system.

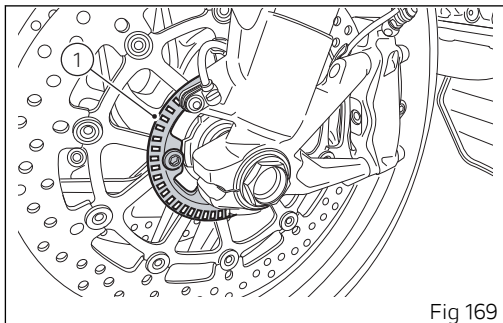


Fig 169

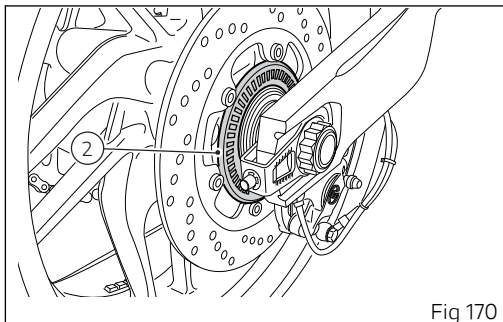


Fig 170

Engine start



Attention

Before starting the engine, become familiar with the controls you will need to use when riding.



Attention

Never start or run the engine indoors. Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.

Move the ignition key to position (1, Fig 171). Make sure both the green light N and the red light  on the instrument panel come on.



Important

The oil pressure light should go out a few seconds after the engine has started.



Attention

The side stand must be fully up (in a horizontal position), as its safety sensor prevents engine start when down.

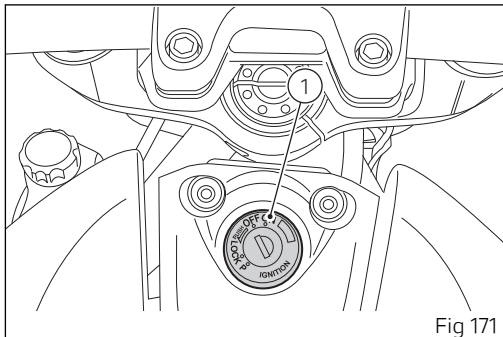


Fig 171



Note

The engine can be started with side stand down and the gearbox in neutral. When starting the bike with a gear engaged, pull the clutch lever (in this case the side stand must be up).

Check that the stop switch (2, Fig 172) is positioned to  (RUN), then press the starter button (3, Fig 172).

Let the motorcycle start without operating the throttle control.



Note

If the battery is flat, system automatically inhibits starter motor cranking operation.



Important

Do not rev up the engine when it is cold. Allow some time for oil to be heated and reach all points that need lubricating.

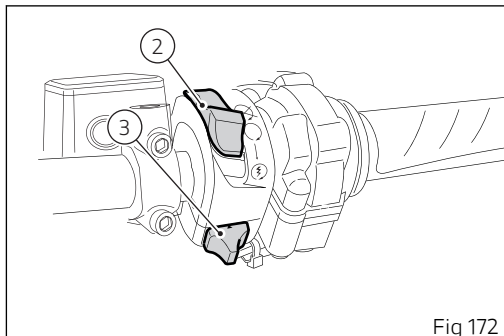


Fig 172

Moving off

- 1) Disengage the clutch by squeezing the clutch lever.
- 2) Push down the gear change lever firmly with the tip of your foot to engage first gear.
- 3) Raise the engine revs, turn the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving off.
- 4) Release the clutch lever completely and accelerate.
- 5) To shift up, close the throttle to slow down the engine, disengage the clutch, lift the gear change lever and let go of the clutch lever.

To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronize, shift down (engage next lower gear) and release the clutch.

The controls should be used correctly and with promptness. When riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down. This will avoid undue stress on the engine and motorcycle.



Attention

Avoid harsh accelerations, as this may lead to misfiring and transmission snatching. The clutch lever should not be pulled longer than necessary after gear is engaged or else friction parts may overheat and wear out.



Attention

Prolonged wheelies could deactivate the ABS system.

Braking

Slow down in time, shift down to engine-brake first and then brake applying both brakes. Pull the clutch lever before stopping the motorcycle, to avoid sudden engine stop.

ABS

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical – skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.

The Anti-lock Brake System (ABS) has been developed to enable riders to use the vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised.

ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel signals the electronic control unit that the wheel is about to lock up.

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the

control unit keeps controlling the brake until the risk of a lockup disappears.

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

The front and rear brakes use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.

If desired, the system can be deactivated from the instrument panel by using the "Customizing Riding Modes: ABS setting " function (see page 120).



Attention

When ABS is disabled, the vehicle restores the standard brake system features; using the two brake controls separately reduces the motorcycle braking efficiency. Never use the brake controls harshly or suddenly as you may lock the wheels and lose control of the motorcycle. When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip.

Shift down to engage first gear and then neutral.

Apply the brakes and bring the motorcycle to a complete stop.

To switch the engine off, simply turn the key to position (2).



Important

Do not leave the key to ON, position (1), with engine off in order to avoid damaging any electrical components.

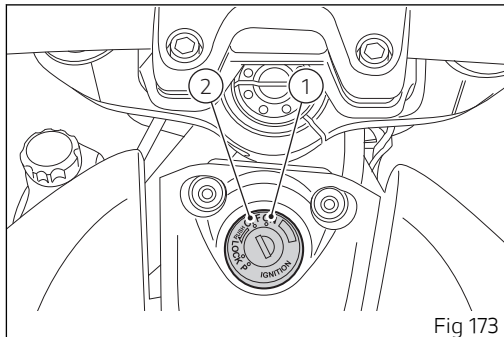


Fig 173

Refueling

Never overfill the tank when refueling. Fuel should never be touching the rim of filler recess.



Attention

Use fuel with the lowest octane rating 90 (RON +MON)/2



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

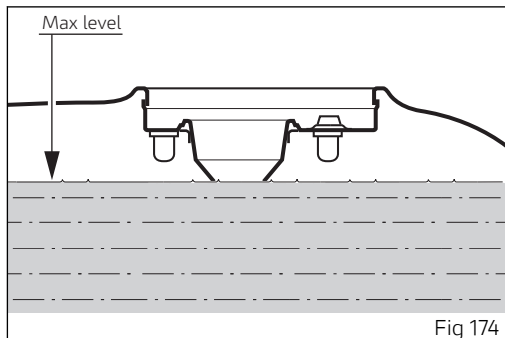


Fig 174

Parking

Park the stopped motorcycle on the side stand (page 222).

To prevent theft, turn the handlebar fully left and turn the ignition key to position (3).

If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.

You may leave the parking lights on by turning the key to position (4).



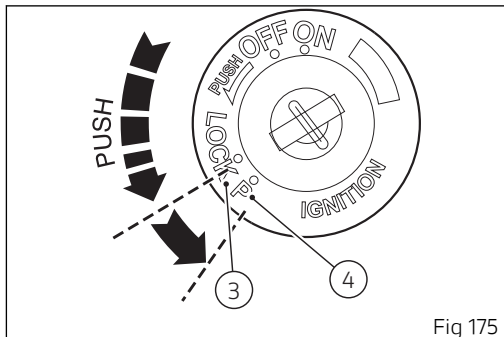
Important

Do not leave the key turned to position (4) for long periods or the battery will run down. Never leave the ignition key in the switch when you are leaving your bike unattended.



Attention

The exhaust system might be hot, even after engine is switched off; take special care not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).



Attention

Using padlocks or other locks designed to prevent motorcycle motion, such as brake disk locks, rear sprocket locks, etc. is dangerous and may impair motorcycle operation and affect the safety of rider and passenger.

Tool kit and accessories

The tool kit (1) is located in the compartment under the seat.

Tool kit includes:

- fuse pliers;
- two helmet anti-theft system cables;
- flat-blade/Phillips screwdriver;
- screwdriver handgrip;
- box wrench, 0.55x0.63x5.71 in (14x16x145 mm);
- rod, 0.24x4.72 in (6x120 mm);
- Allen wrench, 0.12 in (3 mm);
- Allen wrench, 0.16 in (4 mm);

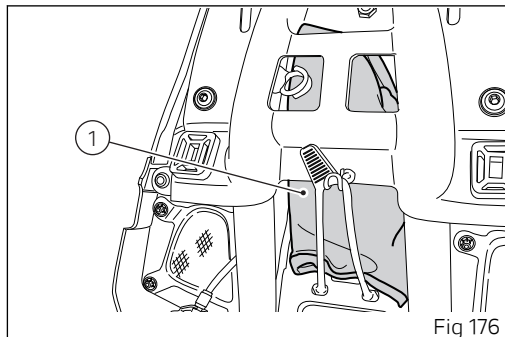


Fig 176

Main use and maintenance operations

Checking coolant level and topping up, if necessary

Check coolant level in the expansion tank on the right side of the steering tube.

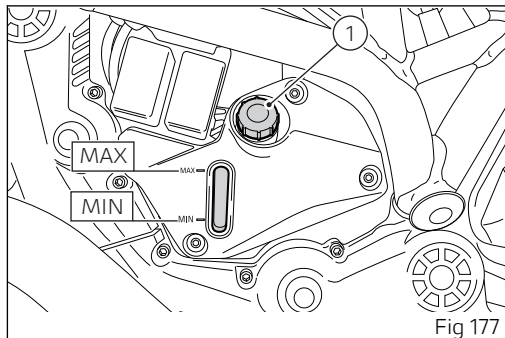
Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir.

Top up if the level is below the MIN mark.

Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.

Screw plug (1).

This type of mixture ensures the best operating conditions (the coolant starts to freeze at $-4^{\circ}\text{F}/-20^{\circ}\text{C}$). Cooling circuit capacity: 0.66 gallons (2.5 cu. dm - liters).





Attention

Make sure the engine is cold before proceeding. Attempting to change the coolant with the engine hot could lead to burns from hot coolant or scalding steam.

Changing the air filter



Important

Have the air filter maintenance performed at a Ducati Dealer or Authorized Service Center.

Check brake fluid level

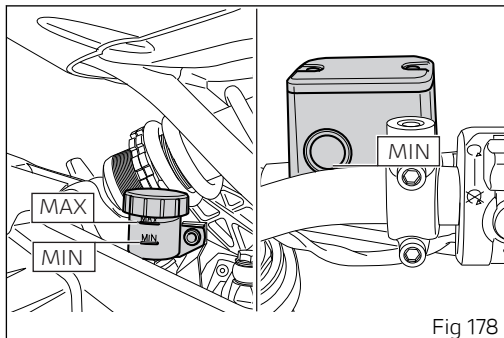
The levels should not fall below the MIN marks on the respective reservoirs.

If level drops below the limit, air might get into the circuit and affect the operation of the system involved.

Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table contained in the Warranty Booklet; please contact a Ducati Dealer or Authorized Service Center.

BRAKE SYSTEM

If you note too much play on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or Authorized Service Center to have the system inspected and any air drained out of the circuit.



Attention

Brake fluid can damage paintwork and plastic parts, so avoid contact.

Hydraulic oil is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Checking brake pads for wear

Check brake pads wear through the inspection hole in the calipers.

If the thickness of the friction material, even in just one pad, is about 0.039 in (1 mm) replace both pads.



Attention

Friction material wear beyond this limit would lead to metal support contact with the brake disk and compromise braking efficiency, disk integrity and rider safety.



Important

Have the brake pads replaced at a Ducati Dealer or Authorized Service Center.

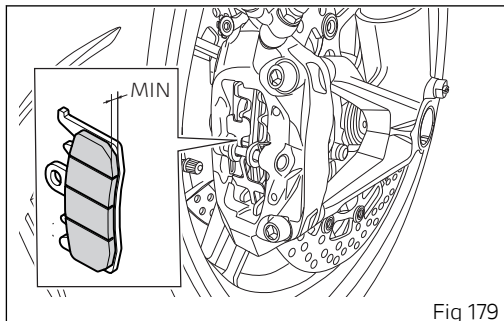


Fig 179

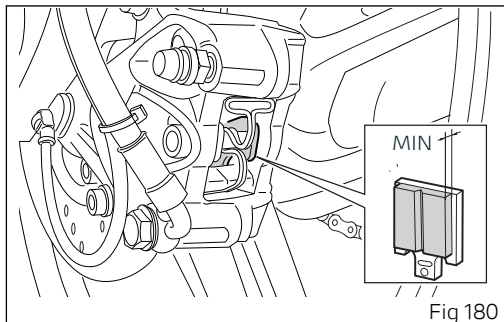


Fig 180

Charging the battery



Attention

Have the battery removed at a Ducati Dealer or Authorized Service Center.

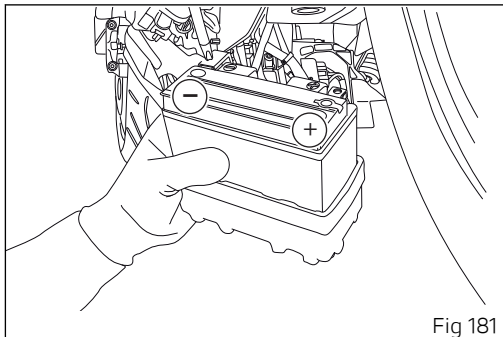
To reach the battery, refer to "Removing the battery" page 248.



Attention

The battery gives off explosive gases; keep it away from any source of ignition such as sparks, flames and cigarettes. Charge the battery in a well-ventilated area.

Charge the battery in a ventilated room. Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-). Smear positive pole (+) and negative pole (-) screws with grease.



Important

Make sure the charger is off when you connect the battery to it, or you might get sparks at the battery terminals that could ignite the gases inside the cells. Always connect the red positive (+) terminal first.

Charge the battery at 0.9 A for 5÷10 hours.
Install the battery on the vehicle as described under
"Refitting the battery" page 255.



Attention

Keep the battery out of the reach of children.

Jump-starting the motorcycle

If the motorcycle must be jump-started in an emergency with an external starting device, first loosen screws (2) using the supplied wrench to remove the battery cover (1).

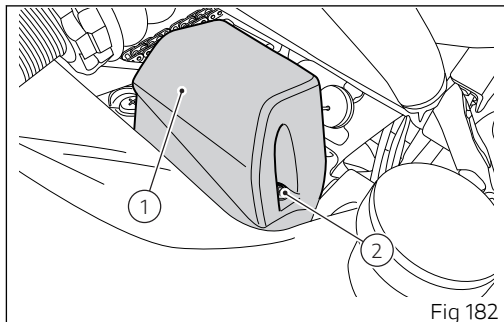


Fig 182

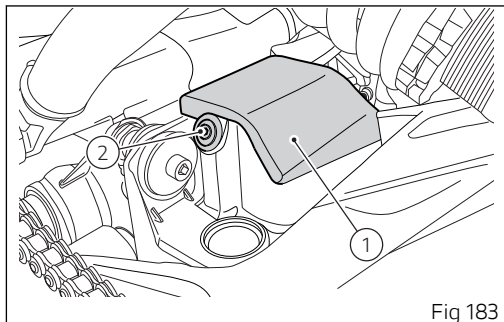


Fig 183

Connect the positive pole of the external device to the battery positive pole (3).
Connect the negative pole of the external device to engine mounting screw (4), after removing both covers on engine LH side.
To remove the covers, refer to "Removing the battery" page 248.



Attention

When connecting the positive pole of the external device to the positive pole (3) of the battery, pay utmost attention not to touch any other metal parts on the vehicle.

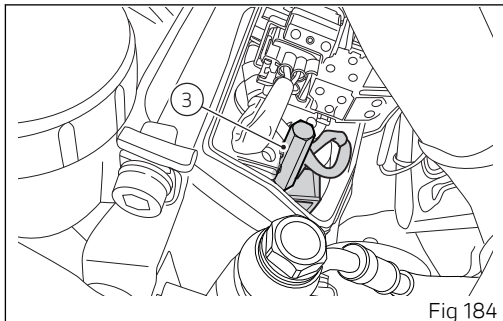


Fig 184

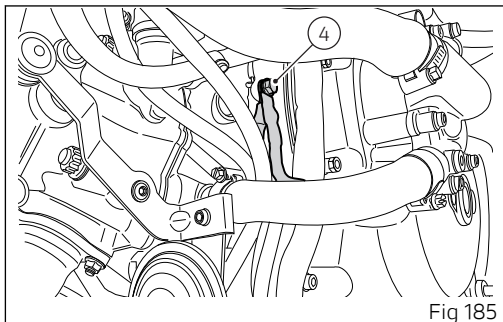


Fig 185

Charging and maintenance of the battery during winter storage

Your motorcycle is equipped with a connector (1), located under the seat, to which you can connect a special battery charger (2) (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) available from our sales network.

Note

The electric system of this model is designed so as to ensure there is a very low power drain when the motorcycle is off. Nevertheless, the battery features a certain self-discharge rate that is normal and depends on ambient conditions as well as on "non-use" time.

Important

If battery minimum voltage is not ensured by a suitable battery charge maintainer, sulfation may occur. This is irreversible and will lead to decreasing battery performance.

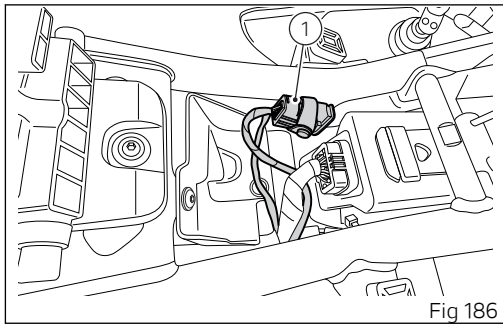


Fig 186

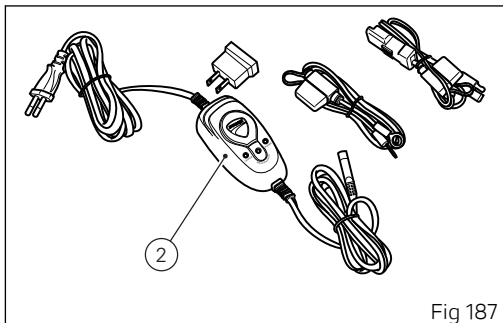


Fig 187



Note

When the motorcycle is left unused (approximately for more than 30 days) we recommend owners to use the Ducati battery charge maintainer (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) since its electronics monitors the battery voltage and features a maximum charge current of 1.5 Ah. Connect the maintainer to the diagnostics socket located in the rear end of the bike.



Note

Using charge maintainers not approved by Ducati could damage the electric system; vehicle warranty does not cover the battery if damaged due to failure to comply with the above indications, since it is considered incorrect maintenance.

Removing the battery

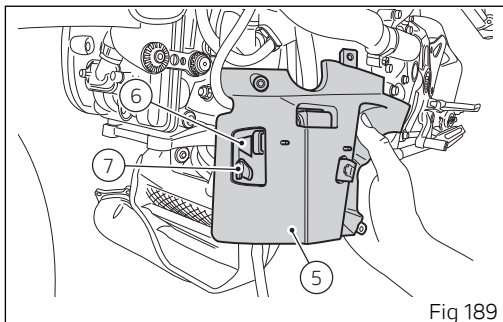
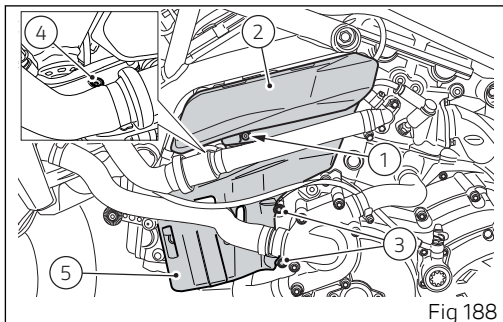


Important

When battery must be removed, ALWAYS contact a Ducati Dealer or Authorized Service Center.

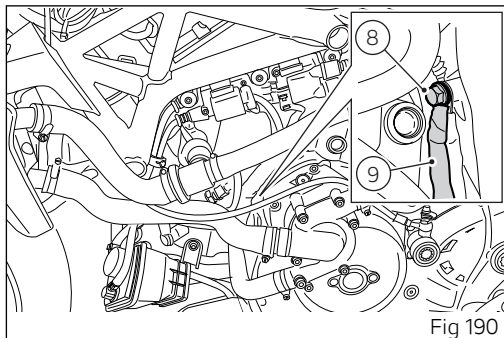
Loosen the screw (1) and remove the cover (2). Loosen screws (3) and (4), and remove cover (5), pay attention to the canister (6) since it is fitted on the same cover.

Remove canister (6) from cover (5) disengaging rubber band (7) from its retainer: leave canister connected to vehicle.



Loosen the screw (8) and disconnect the ground cable (9).

 **Attention** Insulate the ground cable end you just removed to prevent it from touching the motorcycle.



Loosen the screws (10) securing battery mount cover (11).
Remove battery cover (11).

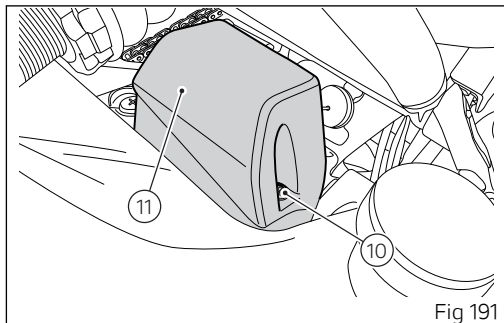


Fig 191

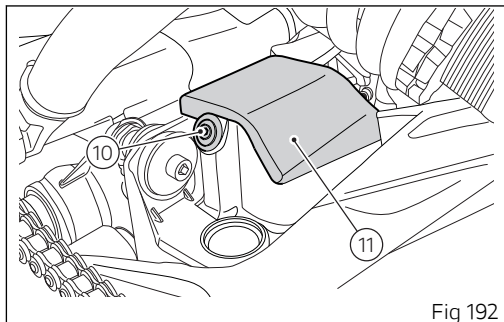


Fig 192

Loosen the special screw (12) retaining battery positive cable terminals (13) and ABS positive terminal (14) to battery positive pole.
Fit a service pin (P) in the hole on electric components support (Q) to change the battery.

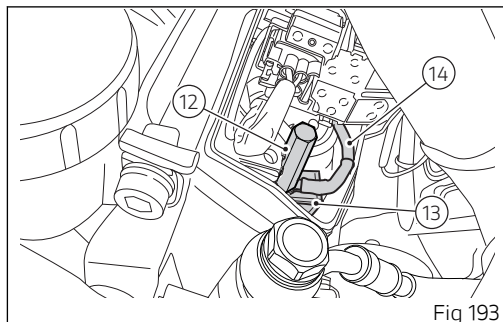


Fig 193

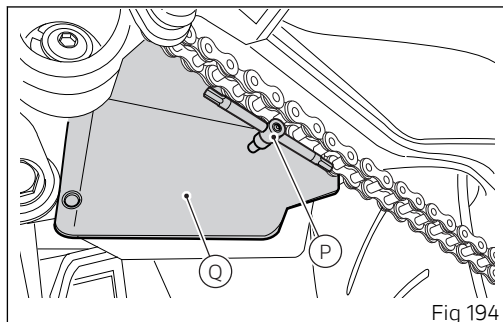
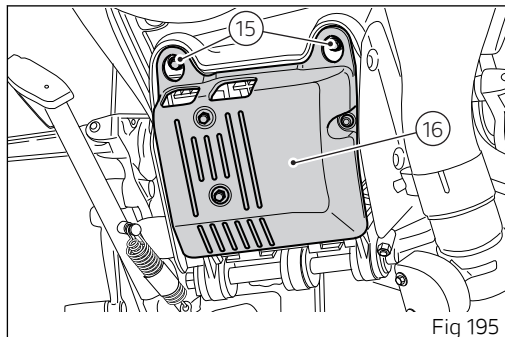


Fig 194

Loosen the screws (15) securing battery mount cover (16) to electric components support.



Turn battery mount cover (16) down and remove service pin (P) while supporting the battery (17) with your hand.

Slowly slide down battery (17), pay attention to the negative pole which is still connected to the wiring.

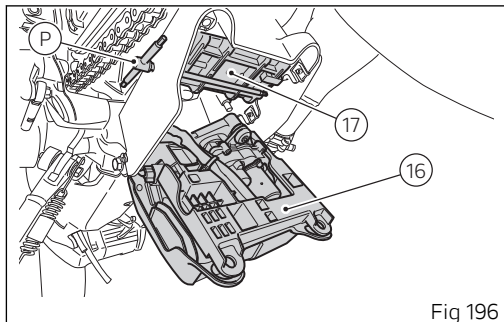


Fig 196

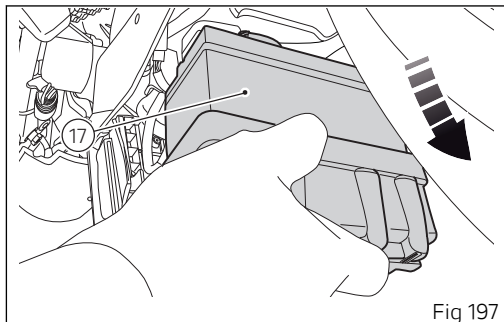


Fig 197

Loosen screw (18) securing negative cable (19) to battery negative pole and remove the battery.

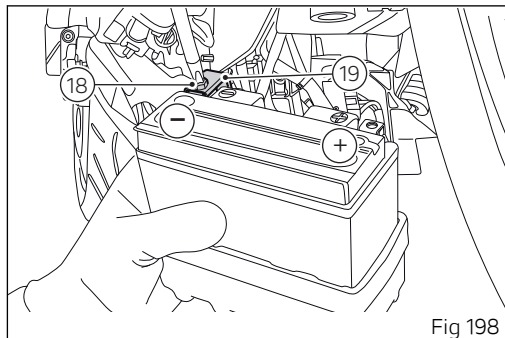


Fig 198

Refitting the battery



Important

When battery must be installed, ALWAYS contact a Ducati Dealer or Authorized Service Center.

Fit the battery negative cable (19) on battery negative pole and fasten it by tightening screw (18) to $2.5 \text{ Nm} \pm 10\%$.

Install battery (17) in its seat, from swinging arm bottom side.

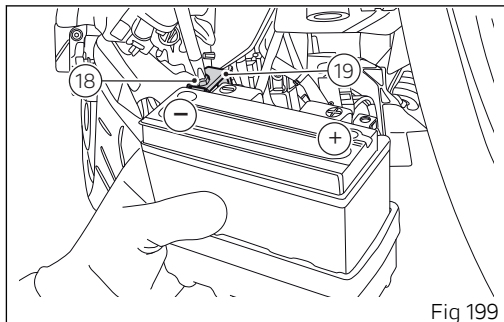


Fig 199

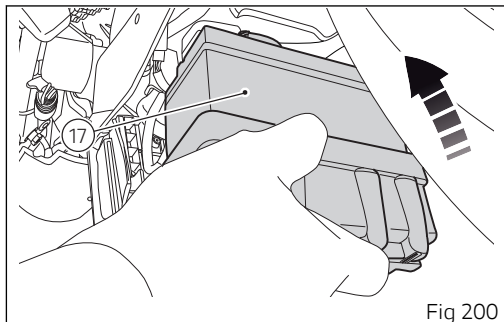
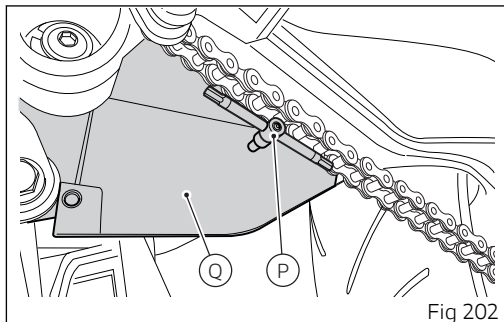
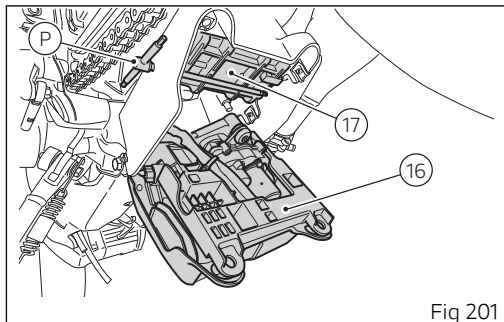
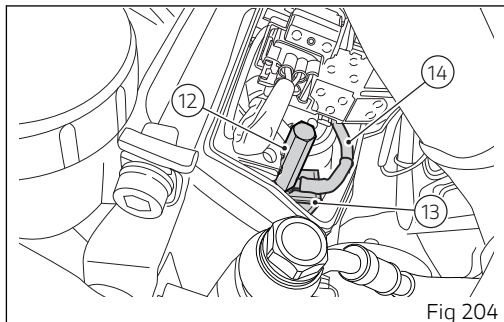
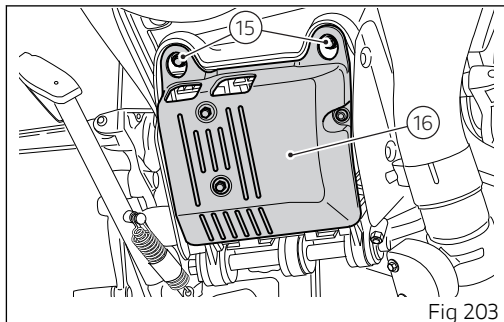


Fig 200

Once battery (17) is in place, fit service pin (P) in the hole on electric components support (Q) to support the battery.
Raise the battery mount cover (16) until it gets against the battery.



Slide out pin (P) and fasten battery mount cover (16) using screws (15); tighten them to $5 \text{ Nm} \pm 10\%$. Fit the positive cable (13) and ABS positive cable (14) on battery positive pole and fasten it by tightening screw (12) to $2.5 \text{ Nm} \pm 10\%$.



Fit the battery cover (11) on electric components support.
Start screws (10) and tighten them to a torque of 4 Nm $\pm$ 10%.

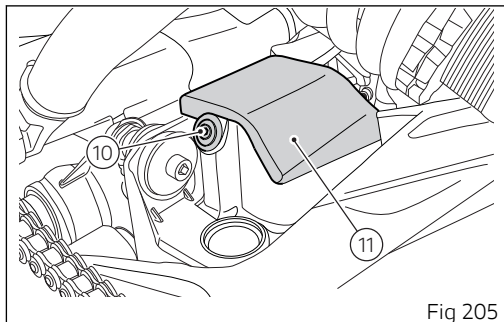


Fig 205

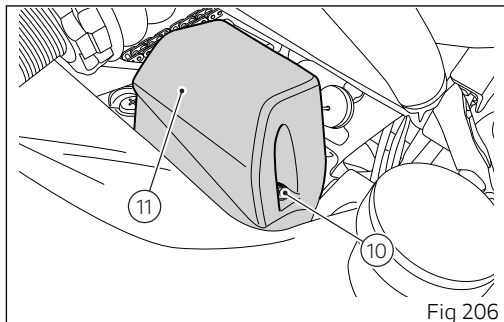
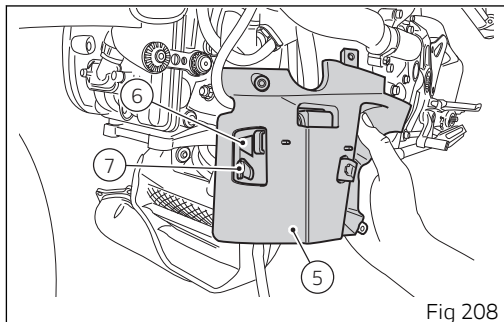
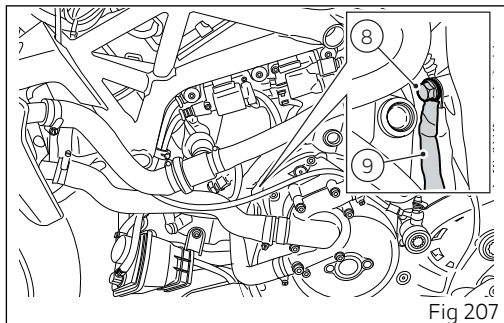


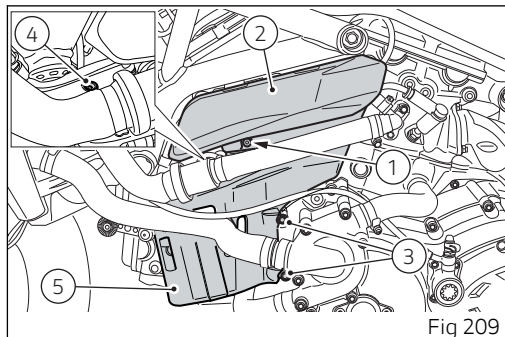
Fig 206

Fit the ground cable (9) on motorcycle and fasten it by tightening screw (8) to $10 \text{ Nm} \pm 10\%$. Refit the canister (6) to cover (5) and fasten using rubber band (7).



Fasten the cover (5) by tightening the screws (3) to a torque of $5\text{ Nm} \pm 10\%$ and the screw (4) to a torque of $4\text{ Nm} \pm 10\%$.

Install cover (2) and tighten the screw (1) to a torque of $3\text{ Nm} \pm 10\%$.



Checking drive chain tension



Important

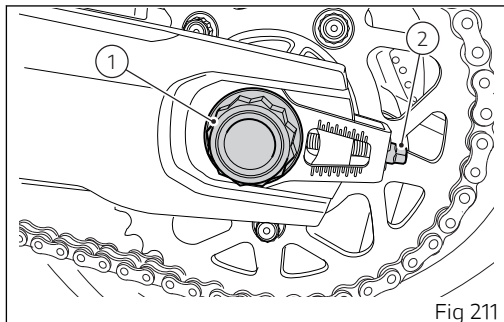
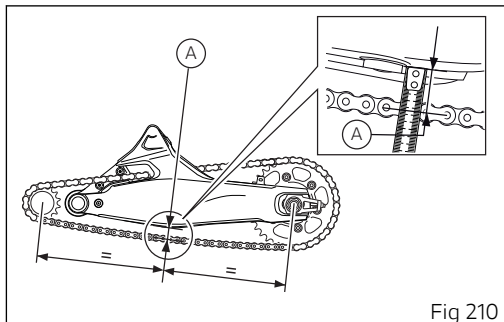
Have chain tension adjusted by a Ducati Dealer or Authorized Service Center.

Turn the rear wheel until you find the position where chain is tightest. Set the vehicle on the side stand. With just a finger, push down the chain at the point of measurement and release. Measure the distance (A) between the center of the chain pins and the aluminum section of the swinging arm. It must be: $A = 1.10 \div 1.18$ in ($28 \div 30$ mm).



Important

If the drive chain is too tight or too slack, adjust it so that tension reading will fall within specified range.





Attention

Correct tightening of swinging arm screws (2) is critical to rider and passenger safety.



Important

Improper chain tension will lead to rapid wear of transmission parts.

Check the correspondence of the positioning marks on both sides of the swinging arm to ensure a perfect wheel alignment. Grease the wheel shaft nut thread (1) with SHELL Retinax HDX2 and tighten it, together with nut (3) on the RH side, to a torque of 132.76 lbf ft (180 Nm).

Grease the adjuster screws (2) thread with SHELL Alvania R3 and tighten them to a torque of 7.37 lbf ft (10 Nm).

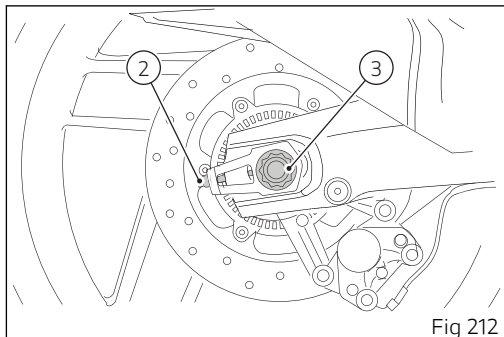


Fig 212

Lubricating the drive chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. The seals might be irreparably damaged if the chain is cleaned using any solvent other than those specific for O-ring chains or washed using steam or water cleaners. After cleaning, blow the chain dry with compressed air or wipe it with an absorbent material, then lubricate each link with SHELL Advance Chain or Advance Teflon Chain.



Important

Using non-specific lubricants may lead to severe damage to chain, front and rear sprocket.

Changing bulbs

Before replacing a blown bulb, make sure that the replacement bulb has the same voltage and power as that specified in the paragraph "Electrical System" on page 292.



Important

Have the bulbs replaced at a Ducati Dealer or Authorized Service Center.

Undo the screw (1) and detach the lens (2) from the turn indicator support.

The bulb is the banjo-type: press and rotate counterclockwise to remove. Fit the spare bulb by pressing and turning clockwise until it clicks. Refit the lens by inserting the tab in the corresponding slot in the turn indicator support. Tighten screw (1).

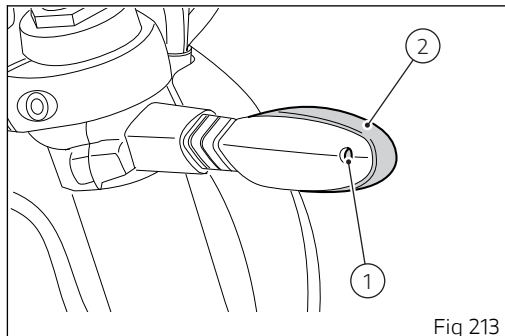


Fig 213

Aligning the headlight

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 ft (10 meters). On the wall or surface, draw a horizontal line at the same height from the ground as the center of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light. Switch on the low beam. The height of the upper limit between the dark area and the lit area must not be more than $\frac{9}{10}$ of the height from the ground of the headlight center.

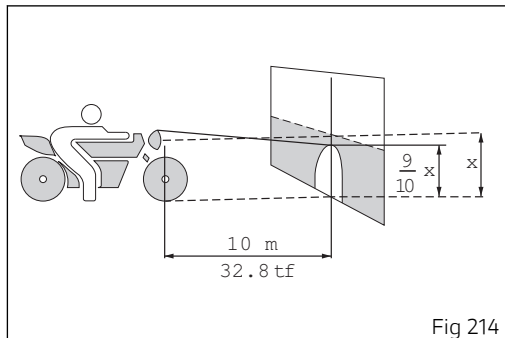


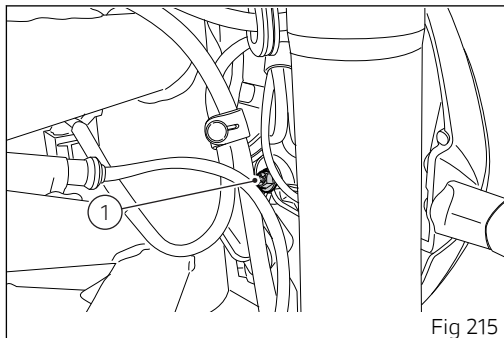
Fig 214

To vertically align the headlight beam, turn the screw (1).



Attention

The headlight might fog up if the vehicle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.



Tires

Front tire pressure:

2.3 bar (33.35 psi) (rider only) - 2.5 bar (36.26 psi) (rider and passenger).

Rear tire pressure:

2.5 bar (36.26 psi) (rider only) - 2.8 bar (40.61 psi) (rider and passenger).

Because tire pressure is affected by temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.



Important

Check and set tire pressure when tires are cold. When traveling very bumpy roads, increase tire pressure by 0.2÷0.3 bar (2.9÷4.35 psi) to preserve the roundness of the front rim.

TIRE REPAIR OR CHANGE

In the event of a tiny puncture, tubeless tires will take a long time to deflate, as they tend to keep air inside. If you find the pressure low in one tire, check the tire for punctures.



Attention

Punctured tires must be replaced. Replace tires with recommended standard tires only. Be sure to tighten the valve caps securely to avoid leaks when riding. Never use tube type tires. Failure to heed this warning may lead to sudden tire blowout and serious danger to rider and passenger.

After replacing a tire, the wheel must be balanced.



Attention

Do not remove or move the counterweights for wheel balancing.



Note

Have the tires replaced at a Ducati Dealer or Authorized Service Center. Correct removal and installation of the wheels is essential. Some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels and require specific adjustment.



Attention

Replace tires with recommended standard tires only, indicated in the Technical data in the paragraph "Tires".

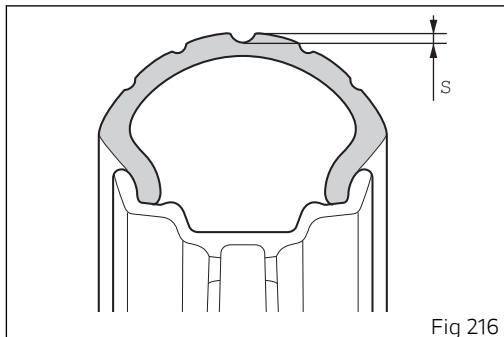
MINIMUM TREAD DEPTH

Measure tread depth (S) at the point where tread is most worn down: it should not be less than 0.079 in (2 mm), and in any case not less than the legal limit.



Important

Periodically check tyres to detect any cracks or shears - in particular in the side walls - swells or wide and evident spots that indicate internal damage; replace them in case of serious damage. Remove pebbles or other foreign objects remained stuck in the tyre tread pattern.



Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover.

Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic oil.

Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the filler plug (2).



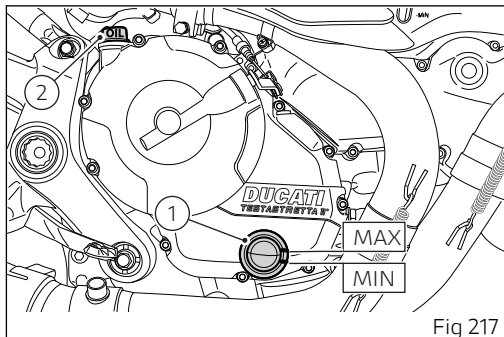
Important

Engine oil and oil filters must be changed by a Ducati Dealer or Authorized Service Center at the intervals specified in the scheduled maintenance chart contained in the Warranty Booklet.

To check the oil level correctly, carefully follow the instructions below.

1) The level must be checked with warm engine, so if it is not performed after riding for at least 20/30 minutes you will need to warm up the engine.

If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly



warm to flow along the lines and reach the engine sump).

During this warming up phase, the bike can be left on the side stand.

2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.

3) Position the bike with both wheels on a flat ground and in straight position.

4) Then, check the engine oil through the sight glass.

5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.



Attention

Never exceed the MAX mark.

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:

- viscosity grade SAE 15W-50.

SAE 15W-50 is an alphanumeric code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature.

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals. Have the spark plug replaced at a Ducati Dealer or Authorized Service Center.

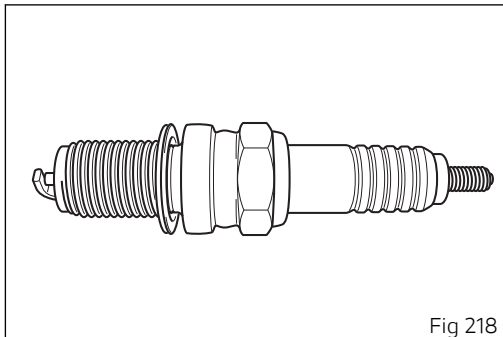


Fig 218

Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals according to the road conditions you ride in. Use specific products only. Prefer biodegradable products. Avoid harsh detergents or solvents. Only use water and neutral soap to clean the Plexiglas and the seat. Periodically manually clean all aluminum components. Use special detergents, suitable for aluminum parts FREE of abrasives or caustic soda.



Note

Do not use sponges with abrasive parts or steel wool: only use soft cloths.

In any case, the Warranty does not apply to motorcycles whenever poor maintenance status is ascertained.



Important

Do not wash your motorcycle right after use.

When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.

Never clean the motorcycle using hot or high-pressure water jets.

Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust mufflers, with resulting loss of compliance with safety requirements.

Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.



Attention

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.



Attention

The headlight might fog up due to washing, rain or moisture. Switch headlight on for a short time to help and dry up any condensate.

Carefully clean the phonic wheels of the ABS to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and sensors.

Storing the motorcycle

If the motorcycle is to be left unriden over long periods, you should perform the following procedures before storing it away:

- clean the motorcycle;
- empty the fuel tank;
- pour a few drops of engine oil into the cylinders through the spark plug seats, then crank the engine by hand a few times so a protective film of oil will spread on cylinder inner walls;
- place the motorcycle on the service stand;
- disconnect and remove the battery.

Battery should be checked and charged whenever the motorcycle has been left unriden for over a month.

Protect the motorcycle with a suitable canvas. This will protect paintwork and prevent retaining condensate. The canvas is available from Ducati Performance.

Important notes

Laws in some countries (France, Germany, Great Britain, Switzerland, etc.) set certain noise and pollution standards.

Periodically carry out the required checks and replace parts as necessary using Ducati original spare parts to be in compliance with regulations in the given country.

Scheduled maintenance chart

Scheduled maintenance chart: operations to be carried out by the dealer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Reading of the error memory with DDS and check of software version update on control units		•	•	•	•	•	12
Check the presence of any technical updates and recall campaigns		•	•	•	•	•	12
Change engine oil and filter		•	•	•	•	•	12
Clean the engine oil mesh filter assembly		•		•		•	-
Check and/or adjust valve clearance				•		•	-
Change timing belts				•		•	60
Change spark plugs			•	•	•	•	-
Clean air filter			•		•		-
Change air filter				•		•	-
Check brake fluid level		•	•	•	•	•	12
Change brake fluid							36

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Check brake disk and pad wear. Change if necessary		•	•	•	•	•	12
Check the proper tightening of front and rear brake caliper bolts and brake disk flange screws		•	•	•	•	•	12
Check the proper tightening of rear brake disk and phon-ic wheel bolts (with removal of rear wheel shaft, if necessary)			•	•	•	•	12
Check front and rear wheel nuts tightening		•	•	•	•	•	12
Check frame-to-engine fasteners tightening			•	•	•	•	-
Check wheel hub bearings				•		•	-
Check the proper tightening of final drive front and rear sprocket nuts		•	•	•	•	•	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			•	•	•	•	12
Check final drive chain tension and lubrication		•	•	•	•	•	12
Check steering bearings and lubricate, if necessary				•		•	-
Change front fork fluid					•		-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Visually check the front fork and rear shock absorber seals		•	•	•	•	•	12
Check the freedom of movement and tightening of the side and central stand (if any)		•	•	•	•	•	12
Visually check the fuel lines			•	•	•	•	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		•	•	•	•	•	12
Check the clutch control lever free play		•	•	•	•	•	12
Lubricate the levers at the handlebar and pedal controls			•	•	•	•	12
Change coolant					•		48
Check the coolant level and check circuit for damage		•	•	•	•	•	12
Check tire pressure and wear		•	•	•	•	•	12
Check the battery charge level		•	•	•	•	•	12
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		•	•	•	•	•	12
Check lighting, turn indicators, horn and controls		•	•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Reset the Service indication through the DDS 2.0		●	●	●	●	●	12
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

Scheduled maintenance chart: operations to be carried out by the customer



Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1000	0.6
	Months	6
Check engine oil level		●
Check brake fluid level		●
Check tire pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace components.		●

* Service operation to be carried out in accordance with the specified distance or time intervals (km or months), whichever occurs first

Specifications

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 454.15 lb (206 kg).

Dry weight (without fluids and battery): 429.9 lb (195 kg).

Maximum allowed weight (carrying full load): 859.8 lb (390 kg).



Attention

Failure to observe weight limits could result in poor handling and impair the performance of your motorcycle and may cause you to lose control of the motorcycle.

Overall dimensions

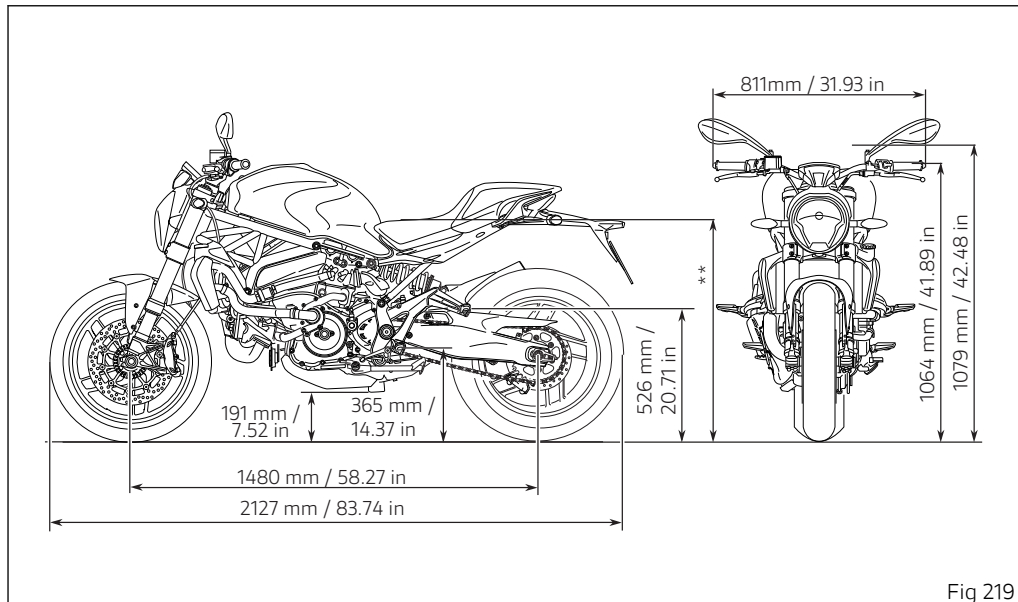


Fig 219

** Adjustable seat height 30.90 in - 31.89 in (785 mm - 810 mm).

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 0.66 gallons (2.5 cu.dm - liters).	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON +MON)/2.	16.5 cu. dm (liters) (4.35 gallons)
Oil sump and filter	Ducati recommends you use SHELL Advance DUCATI 15W-50 Fully Synthetic oil.	0.84 gallons (3.2 cu. dm - liters)
Front/rear brake circuit	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork	SHELL Donax TA	0.137 gallons (right leg) (521 cu. cm) 0.104 gallons (left leg) (394 cu. cm)
Rear shock absorber	-	0,029 gallons (112 cu. cm)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	0.66 gallons (2.5 cu. dm - liters).



Important

Do not use any additives in fuel or lubricants. Using them could result in severe damage of the engine and motorcycle components.



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

Engine

90° L-type twin-cylinder - 4-stroke Otto cycle engine - with high sump die-cast crankcase

Bore: 3.46 in (88 mm)

Stroke: 2.66 in (67.5 mm)

Total displacement: 50.10 cu.in (821.1 cu. cm)

Compression ratio: 12.8±0.5

Maximum power at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP:

80 kW/109 HP at 9,250 rpm

Maximum power at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP:

(Version 35kW) 34kW/46 HP at 8000 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014, Annex X:

86 Nm - 8.8 kgm at 7,750 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014, Annex X:

(Version 35kW) 56 Nm - 5.7 kgm at 4,750 rpm

Max. rotation speed: 10,500 rpm



Important

Do not exceed the specified rpm limits in any running conditions.



Note

The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

Timing system

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms (four opening and four closing ones) and two overhead camshafts. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

- 1) opening (or upper) rocker;
- 2) opening rocker shim;
- 3) closing (or lower) rocker shim;
- 4) return spring for lower rocker;
- 5) closing (or lower) rocker;
- 6) camshaft;
- 7) valve.

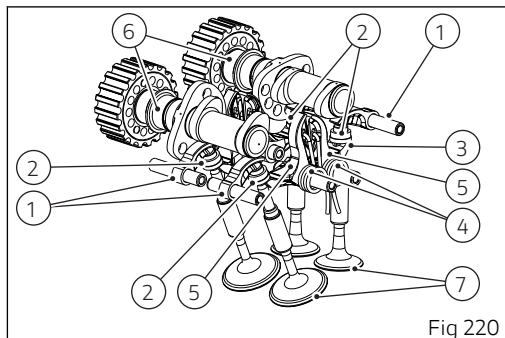


Fig 220

Performance

Maximum speed in any gear should be reached only after a correct break-in period with the motorcycle properly serviced at the recommended intervals.



Important

Failure to follow these instructions will release Ducati Motor Holding S.p.A. from any liability for any engine damage or shortened engine life.

Spark plugs

Make: NGK

Type: MAR9-J.

Fuel system

Synerject CONTINENTAL ECU M3D indirect electronic injection.

MIKUNI throttle body with full Ride by wire system, diameter: 2.09 in (53 mm), round cross-section

Injectors per cylinder: 1

Firing points per injector: 4

Fuel with a minimum octane rating of 90 (RON +MON)/2.



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10).

Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

Brakes

Separate-action anti-lock brake system operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be disabled.

Front

Type: with drilled steel disk.

no. 2 disks.

Disk diameter: 12.60 in (320 mm).

Hydraulically operated by a control lever on handlebar right hand side.

Monoblock brake calipers with separate pistons.

Make and type: Brembo M4.32 b.

Friction material: Toshiba TT2182FF.

Cylinder type:

PS 16/22.

Cylinder Ø: 0.63 in (16 mm).

Rear

Type: with fixed drilled steel disk.

Disk diameter: 9.64 in (245 mm).

Hydraulically operated by a pedal on RH side.

Brake caliper: 2 pistons Ø1.34 in (34 mm).

Make and type: Brembo M4.32b.

Friction material: Toshiba TT2172 HH.

Cylinder type: PS 11/34.

Cylinder Ø: 0.43 in (11 mm).



Attention

The brake fluid used in the brake system is corrosive.

In the event of accidental contact with eyes or skin, wash the affected area with generous quantities of running water.

Transmission

Wet clutch controlled by the lever on left hand side of the handlebar.

Drive is transmitted from engine to gearbox main shaft via spur gears.

Front chain sprocket/clutch gearwheel ratio: 33/61.
6-speed gearbox with constant mesh gears, and gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/46.

Total gear ratios:

1st 15/37

2nd 17/30

3rd 20/28

4th 22/26

5th 24/23

6th 23/24

Drive chain from gearbox to rear wheel.

Make: Regina

Type: 520 ZRDK

Links: 108



Important

The above gear ratios are the homologated ones and under no circumstances must they be modified.



Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or Authorized Service Center. If improperly replaced, this component could seriously endanger your safety and that of your passenger, and cause irreparable damage to your motorcycle.

Frame

Tubular ALS 420 steel trellis frame fastened to the cylinder heads.

Tubular ALS 420 steel trellis rear subframe fastened to the cylinder heads.

Steering angle (per side): 30°.

Steering head angle: 24.3°.

Trail in mm: 93.2 (3.67 in).

Wheels

Ten-spoke, light-alloy rims.

Front

Size: MT3.50x17"

Rear

Size: MT5.50x17"

Both wheel shafts can be removed.

Tires

Front

Tubeless, radial tire.

Size: 120/70-ZR17

Rear

Tubeless, radial tire.

Size: 180/55-ZR17

Suspensions

FRONT

KAYABA hydraulic upside-down fork.

Stanchion diameter: 1.69 in (43 mm).

Wheel travel: 5.12 in (130 mm).

REAR

Progressive with Sachs monoshock, with rebound and spring preload adjustment.

Shock absorber stroke: 2.42 in (61.5 mm).

Rear wheel travel: 5.79 in (147 mm).

Exhaust system

Single silencer in stainless steel, aluminum tailpipe cover; catalytic converter and double lambda sensor.

Available colors

(this model comes with seat cover as standard)

DUCATI RED

Primer code L0040652 (Lechler).

Base coat code 473.101 (PPG).

Clear coat code 96230 (Lechler).

Frame, Red code QG000K (Akzo Nobel).

Rims, Black.

DARK STEALTH

Primer code 873.A002 (Palinal).

Base coat code 929.R223 (Palinal).
Clear coat code 923I.2176 (Palinal).
Frame, Charcoal black code MY/2/9611AV (Akzo Nobel).
Rims, Black.

DUCATI YELLOW

Primer code 873I2396 (Palinal).
Base coat code 929T940 (Palinal).
Clear coat code 923M1598 (Palinal).
Frame, Charcoal black code MY/9611AV (Akzo Nobel).

Electric system

Basic electric items are:

HEADLIGHT:

low beam: H7 (12 V - 55 W);

high beam: H1 (12 V - 55 W);

parking light: fourteen LEDs (3.9 W).

ELECTRICAL CONTROLS ON HANDLEBAR

Front turn indicators: RY 10W (12 V - 10 W);

Rear turn indicators: RY 10W (12 V - 10 W).

Horn.

Stop light switches.

Battery, 12 V-10 Ah.

Generator 490 W - 14 V - 34.8 A.

Electronic rectifier, protected by a 30 A fuse.

Starter motor, 12 V-0.7 kW.

TAIL LIGHT:

parking light: eight LEDs, (13.5 V - 0.45 W);

rear stop light: twelve LEDs (13.5 V - 2.8 W);

Number plate light: three LEDs (13.5 V - 0.67 W).



Note

For the bulb replacement refer to paragraph "Replacing the bulbs".

Fuses

There are eleven fuses that protect the electric components located inside the fuse boxes. There are three spare fuses in every box. Above the solenoid starter there are two 30 A fuses, whereas on its sides there are two ABS fuses: a 25 A and a 30 A one.

The fuse boxes are located on the RH central side, under the RH side cover. Fuse box (A) is on the LH side, whereas fuse box (B) is on the RH side. To expose the fuses, lift the box protective covers.

Mounting position and ampere capacity are marked on box cover. Refer to the table below to identify the circuits protected by the various fuses and their ratings.

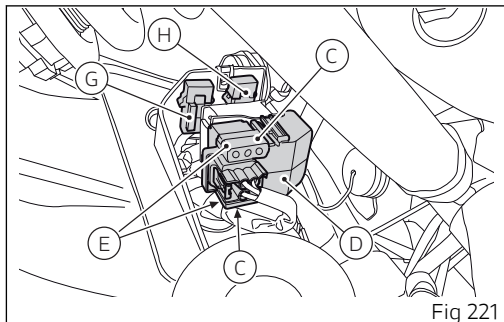


Fig 221

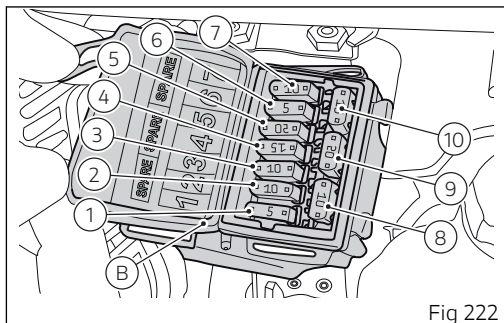


Fig 222

Fuse box (A) key		
Pos	El. item	Rat.
1	Optional Key	7.5 A
2	Alarm	5 A
3	Stop	5 A
4	Diagnostics	3 A
5	Spare	7.5 A
6	Spare	25 A
7	Spare	30 A

Fuse box (B) key		
Pos	El. item	Rat.
1	Lights	5 A
2	Instrument panel	10 A
3	Key 1	10 A
4	Key 2	15 A
5	Relay	20 A
6	Control unit	5 A
7	BBS	10 A
8	Spare	10 A
9	Spare	20 A
10	Spare	15 A

The main fuses (C) (an active and a spare one) are located on solenoid starter (D). Remove the fuse cap (E) on both fuses to reach them.

A blown fuse is identified by the interrupted center link (F).

Near the solenoid starter there are two fuses: a 25 A (G) fuse and a 30 A (H) one.



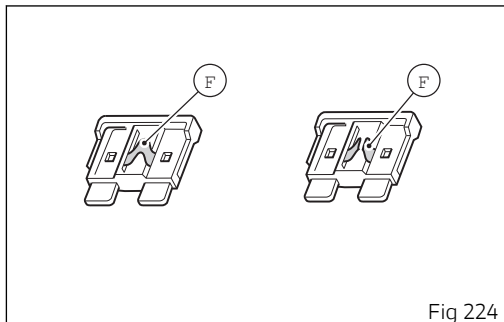
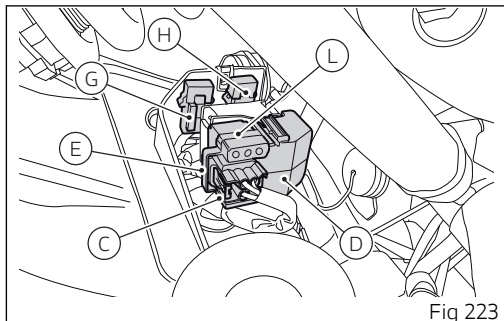
Important

Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.



Attention

Never use a fuse with a rating other than specified. Failure to observe this rule may damage the electric system or even cause fire.



Injection /electric system diagram key

- 1) Ignition system (ignition switch)
- 2) -
- 3) Supplementary socket (optional)
- 4) LH fan
- 5) RH fan
- 6) Generator
- 7) Regulator
- 8) Starter motor
- 9) Solenoid starter
- 10) Battery
- 11) ABS fuses
- 12) Wiring ground
- 13) Exhaust valve actuator
- 14) ABS control unit
- 15) Front fuse box
- 16) Rear fuse box
- 17) Front speed sensor
- 18) Rear speed sensor
- 19) Self-diagnosis/DDA
- 20) Rear right turn indicator
- 21) Rear light
- 22) Rear left turn indicator
- 23) Number plate light
- 24) BBS

- 25) Alarm (optional)
- 26) -
- 27) Heated handgrip power supply
- 28) Fuel level sensor
- 29) Side stand switch
- 30) Timing/rpm sensor
- 31) MAP sensor
- 32) Gear sensor
- 33) Engine temperature
- 34) Ambient temperature sensor (TIA)
- 35) Horizontal exhaust lambda sensor
- 36) Vertical exhaust lambda sensor
- 37) Purge valve
- 38) Accelerator position sensor (APS)
- 39) Horizontal injector
- 40) Vertical injector
- 41) Potentiometer motor / ride-by-wire (TPS/ETV)
- 42) Secondary air actuator
- 43) Vertical coil
- 44) Horizontal coil
- 45) Fuel pump
- 46) Fuel pump relay
- 47) Injection power supply relay
- 48) Control unit (A)
- 49) Control unit (B)

- 50) Left-hand switch
- 51) Front left turn indicator
- 52) Clutch switch
- 53) -
- 54) Air temperature sensor
- 55) Horn
- 56) Instrument panel
- 57) Starter relay
- 58) Rear stop light
- 59) Front stop light
- 60) Front right turn indicator
- 61) -
- 62) Headlight
- 63) Right-hand switch
- 64) Immobilizer

Wire color coding

- B Blue
- W White
- V Violet
- Bk Black
- Y Yellow
- R Red
- Lb Light blue
- Gr Gray

- G Green
- Bn Brown
- O Orange
- P Pink



Note

The electric system wiring diagram is at the end of this manual.

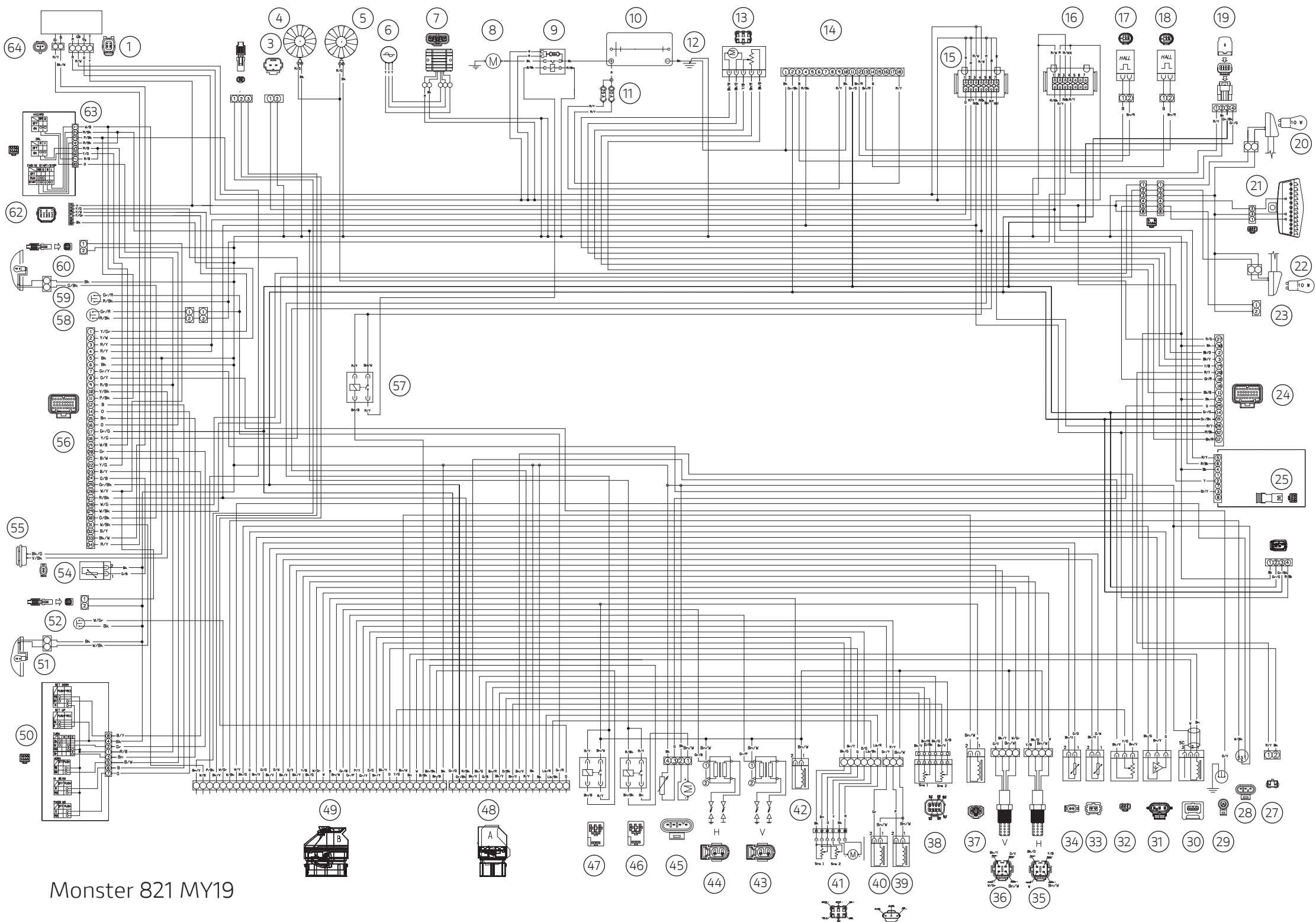
Routine maintenance record

Routine maintenance record

KM	MI	NAME DUCATI SERVICE	MILEAGE	DATE
1000	600			
15000	9000			
30000	18000			
45000	27000			
60000	37000			

Stampato 06/2018

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